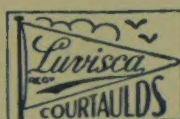


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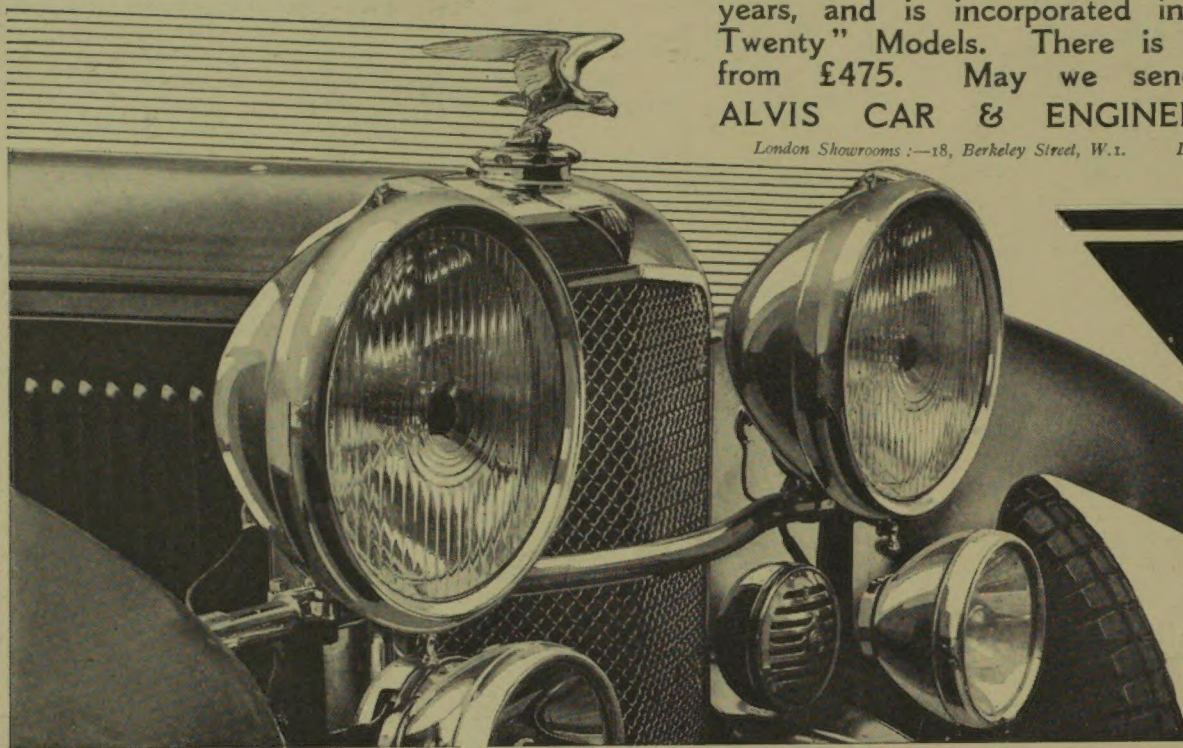
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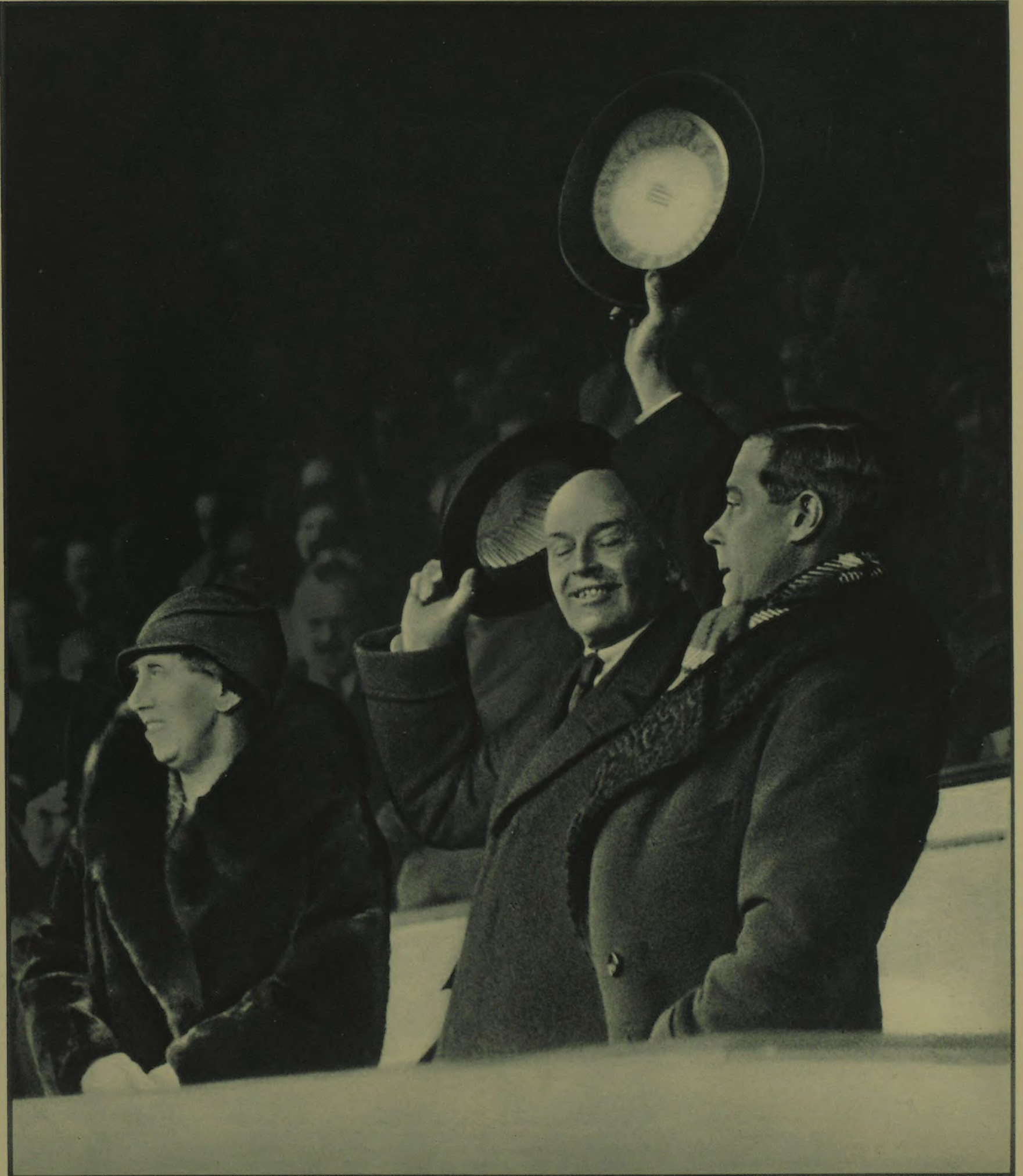
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SATURDAY, MARCH 17, 1934.



## OUR SPORTING PRINCE: H.R.H. THE PRINCE OF WALES WAVING HIS HAT ENTHUSIASTICALLY AT THE VICTORY OF HIS OWN REGIMENT, THE WELSH GUARDS, ON THE "RUGGER" FIELD.

One reason for the immense popularity of the Prince of Wales is his possession of that thoroughly British characteristic, a love of sport in all its forms. His own activities of that kind are manifold—notably, of late years, in that most modern of pursuits, aviation—and he is ever ready to encourage and to enjoy watching any sporting event or national game. The particular occasion illustrated

above was the final of the Army Rugby Football Cup, played at Aldershot between the 5th Battalion, Royal Tank Corps, and the 1st Battalion, Welsh Guards, of which the Prince is Colonel-in-Chief. The Welsh Guards won, and he was naturally delighted at the success of his own regiment. Here he is seen expressing his enthusiasm in the customary manner.





By G. K. CHESTERTON.

ABOUT this time, or, at any rate, during this year, we have been presumed to be celebrating the Centenary of William Morris; and I confess that to me the celebration seems to have been both inadequate and inappropriate. The world seems to be divided in this respect into two very unequal sections. The first are those who owe everything to Morris and have forgotten him. The second are those who owe nothing to Morris but still desire to claim him. They claim him mostly on the excuse of the word "Socialist"; a word which was not really very applicable to him, and is now pretty well applicable or inapplicable to anybody. Morris certainly called himself a Socialist; but that hardly seems sufficient reason for people of a totally opposite type calling him a Communist; in the face of the quite different and quite definite modern meaning of Communism. Mr. Middleton Murry makes what I cannot but think a delicate insinuation that the conversion of a literary man like himself to Communism is more or less comparable to the conversion of the older literary man to Socialism. But it is precisely by the test of literature, that is the test of imagination, that it is quite impossible to get the two things into the same picture. It would be difficult to maintain that Milton was a belated mediæval ballad-monger, caring only for the rude old rhymed ballads and loathing the influence of classical dignity and a stately style. It would be difficult to maintain that Coleridge was a cold and mechanical imitator of Pope, concentrated on wit and reason and utterly hostile to vision and imagination. It would be hard to represent Walt Whitman as caring for nothing except the classical cameos of Landor. But it would be much harder than any of these, as an effort of imagination, to imagine William Morris worshipping modern machinery as the highest form of art, in accordance with the wild worship of the modern Bolsheviks. Of course, when once a man is dead, you can say anything you choose about what he would have done if he were alive. Dead men tell no tales and contradict no tales; and there is nothing to prevent the tale-bearers from writing a post-mortem sequel full of amazing conversions and contradictions. But a man has just as much right to say that Shelley would have become a True Blue Tory and High Churchman, or that Hurrell Froude, of the Oxford Movement, would soon have turned into a Radical secularist of the Manchester School, as to say that the human, historical William Morris, as he really was, would have tolerated for ten seconds the vast industrial materialism of the Five-Year Plan.

The great achievement of William Morris was this: that he nearly convinced a whole generation that the nineteenth century was not normal. In this he was years and years ahead of the Communists of the twentieth century, who still really believe that the nineteenth century was normal. Otherwise, they would not believe that all this nightmare of machinery is normal; still less that it is new. When the Bolshevik of to-day tells us that through

the impersonal power and massed material force of machinery we shall reach a more rational civilisation, he is talking exactly as Mr. Gradgrind, Mr. Bounderby, Mr. Podsnap, and Mr. Bottles talked in fiction; and exactly as Sir Robert Peel, Mr. Roebuck, Mr. Bright, and Mr. Brown, of Victoria Villas, West Brixton, talked in real life. Both existed under the superstition or delusion that machines and machine-made goods are a part of the necessities of a humane culture or a common comfortable life. The Marxians, of course, have got all these notions, partly from Marx, who was a nineteenth-century man if ever there was one; and partly from the accident by which Russia was necessarily nearly a century behind the other nations, and was still looking for a panacea in what the rest of us have already found to be a quack

matter with the Victorian merchant was, not that he was commonplace, but that he thought he was commonplace. And in this he was totally in error. He had got it fixed in his mind that wearing a chimney-pot hat, an ugly pair of trousers, an ugly pair of whiskers, was sane and sensible and even ordinary. Compared with these, he thought that wearing a cocked hat or a cloak or a turban or a sombrero, or a neat pair of knee-breeches or a fierce pair of moustaches, were all various eccentricities, like the fancies of a fancy-dress ball. He did not realise that he looked much funnier to the fantastic foreigners than the fantastic foreigners looked to him. And, as it was with his dress, so it was with his furniture and even his architecture; with the repp curtains and red plush sofas and bad pictures in heavy gilded frames. It would have been all right if he had said, "This is my taste"; but what he did say was, "This is everybody's common sense." Now, to upset a public prejudice like that is much more difficult than to murder an emperor or seize the government offices of a republic.

Morris is still occasionally reproached with the fact that he largely selected, as his counter-example of a more common and human background, the stretch of centuries that we call the Middle Ages. But in truth, one does not need even to be a mediævalist in order to see that he was right to choose the mediæval. If, for instance, he had tried to make his revolution a return to the classic freedom of Greek and Pagan antiquity, his revolution would have been no revolution at all. It was precisely from the too-crushing convention derived from classic antiquity that art in his time had suffered most. For him it was not only the antique, but the antiquated; even in the ordinary recent sense of the old-fashioned. It was already the mere conventionalism of the Academy and the Academy School. It could not be really the Renaissance of the Hellenic at the very moment when it was the death and dregs of the Renaissance. But there is a further subtlety not sufficiently noticed. Few have really looked quite straight at the Greek beauty of the Gorgon; and most of them have been turned to stone. The Renaissance of the sixteenth century saw it, quite as much as did the Pre-Raphaelitism of the nineteenth century, in the mirror of its own mood.

Morris did deal with Jason as well as John Ball; but he saw Jason through a mediæval medium. So did the Victorian classicists see Jason through a modern medium. A Renaissance style, filtered through Rubens and Reynolds, was no more Greek than a classical theme rendered by Botticelli or Burne-Jones. Both were modern versions; but the mediæval version had this advantage; that mediævalism marked a period really noted for forms of craftsmanship needed to correct the mechanism of the nineteenth century. Thus William Morris stands between two mechanical heresies; testifying that true art is always manual labour. In spite of the Victorians, it is not normal that work should be mass production. In spite of the Bolsheviks, their imitators, it is not normal that it should be mass possession.



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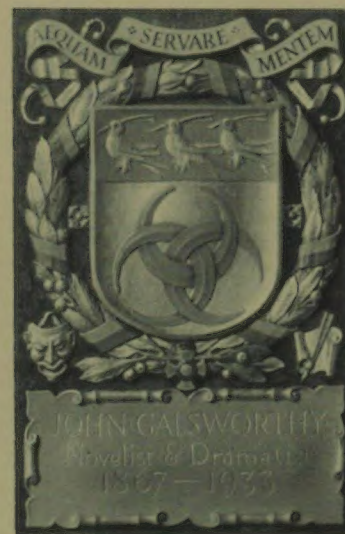
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IN MEMORY OF FAMOUS HARROVIANS: HERALDIC PANELS UNVEILED IN SPEECH ROOM, HARROW, ON FOUNDER'S DAY, 1934.

We illustrate here six of the eight new panels unveiled on March 10 by Lord Tomlin, President of the Harrow Association. They form part of the series set up in Speech Room in memory of distinguished Harrovians of the past. All were designed and painted by Mr. George Kruger-Gray, F.S.A., and carved under the direction of Mr. L. A. Turner, F.S.A.; and they bring the number of panels up to twenty-seven. The other two new panels are in memory of the Earl of Shaftesbury, the philanthropist, and Mr. Walter Leaf, the Homeric scholar and banker.

medicine. But Morris was far ahead of Marx. Morris was not a nineteenth-century man; or he was the one nineteenth-century man who really saw through the nineteenth century.

It is true that the most widespread effect of his revolution was in the comparatively superficial matter of domestic ornament or personal adornment. But precisely because the example is simple, or even because it is superficial, it serves as a very clear and popular example to prove the fact. What was the matter with the nineteenth century, at the height of its commercial triumph, was precisely this illusion of normality in a thing thoroughly abnormal. The satirists of the Victorian merchant said that he was commonplace. But his satirists were even more kind to him than his flatterers. What was the





PRINCE GEORGE AT UMTATA, IN THE TRANSKEI: HIS ROYAL HIGHNESS ON HORSEBACK, AFTER RIDING OUT INTO THE VELDT IN A TORRENTIAL DOWNPOUR TO VISIT A FARM AND A KRAAL.



PRINCE GEORGE AT GRAAFF REINET, IN THE SUN-SCORCHED KARROO: INSPECTING A COMMANDO OF FARMERS WHO RODE INTO THE TOWN TO GREET HIM ON HIS ARRIVAL.



HIS ROYAL HIGHNESS, IN WHITE NAVAL UNIFORM, PRESENTING A CISKEI CHIEF WITH A SILVER-TOPPED WALKING-STICK BEARING HIS MONOGRAM: A CEREMONY AT KING WILLIAM'S TOWN.



LAYING THE FOUNDATION-STONE OF THE NEW TOWN HALL AT BLOEMFONTEIN, WHERE THE PRINCE, IN HIS SPEECH, USED HIS FIRST AFRIKAANS WORDS.

In a double-page of photographs in our last issue, we took the story of Prince George's 4000-mile South African tour as far as Oudtshoorn and Port Elizabeth. Since then he has left Cape Province and the south coast, crossed the Great Kei River, and journeyed into the interior. At King William's Town in the Ciskei, on February 22, his Royal Highness met seven native chiefs representing some 600,000 tribesmen. They were headed by Chief Sandile, great-grandson of the famous Sandile, a warrior of sixty years ago. The Prince gave to each

# PRINCE GEORGE IN SOUTH AFRICA: A VARIED AND INTERESTING PROGRAMME.



A PLEASANT INTERLUDE ON THE JOURNEY FROM PORT-ELIZABETH TO KING WILLIAM'S TOWN: H.R.H. PLAYING GOLF AT PORT ALFRED.



AT KING WILLIAM'S TOWN, WHERE PRINCE GEORGE WAS HAILED AS "NGANGENDLOVU," "THOU MIGHTY ELEPHANT": RECEIVING TOKENS OF LOYALTY FROM CHIEF SANDILE.

chief a walking-stick, receiving in return an ox-hide shield, assegais, and native ornaments. At Graaff Reinet in the Karroo, which Prince George reached on February 26, he lunched in what is paradoxically called the Valley of Desolation, a place on a mountain-top where the rocks are weathered into monstrous shapes. His Royal Highness used his first Afrikaans words, "alles sal reg kom" (all will come right), when speaking at Bloemfontein. At each place he visited, the reception accorded him was overwhelming



# THE MYSTERY OF THE DEATH OF JUDGE ALBERT

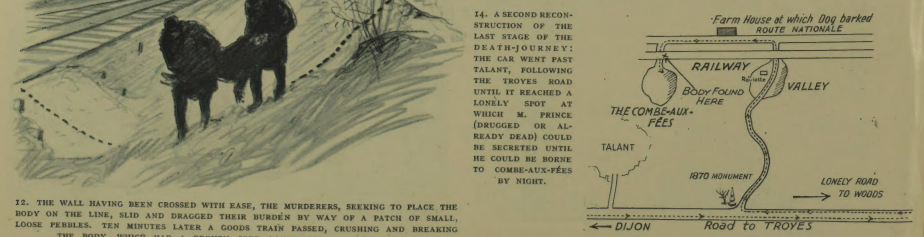
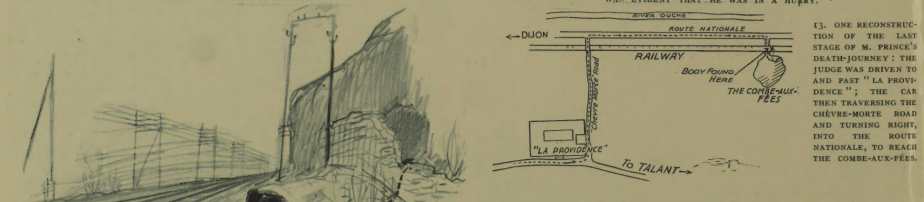
RECONSTRUCTIONS BY MM. ALBÉRIC CAHUY AND ANDRÉ GALLAND, THE ARTIST: DONE FOR



1. A STRANGER BOUGHT A KNIFE AT THE BAZAR DE L'HOTEL-DE-VILLE, PARIS. SUBSEQUENTLY, THE MANGLED BODY OF M. ALBERT PRINCE, A JUDGE WITH KNOWLEDGE CONCERNING THE STAVISKY AFFAIR, WAS FOUND ON THE RAILWAY LINE NEAR DIJON. THE KNIFE WAS CLOSE BY.
2. ON FEBRUARY 20, 1934, M. PRINCE LEFT PARIS FOR DIJON; SUMMONED TO HIS MOTHER'S BEDSIDE BY AN AUTHORITATIVE TELEPHONE CALL.
3. AT THE GARE DE LYON, M. PRINCE CAUGHT THE 12.32 FOR DIJON. HE WAS BEING SHADOWED? AN IMPORTANT WITNESS HAS STATED THAT HE WAS.
4. DURING THE JOURNEY FROM PARIS TO DIJON, M. PRINCE, IT MAY BE ASSUMED, DEALT WITH NOTES AND DOCUMENTS CARRIED BY HIS PORTFOLIO—POSSIBLY, INDEED, WITH MATERIAL CONCERNING THE STAVISKY AFFAIR. WAS HE SPIED UPON IN THE TRAIN?



5. THE TRAIN REACHED DIJON AT 4.44 P.M. M. PRINCE GOT OUT. EVERYTHING SUGGESTS THAT HE WAS STOPPED AT THIS MOMENT BY A STRANGER WHO INTRODUCED HIMSELF AS A MESSENGER FROM THE DOCTOR NAMED AS ATTENDING M. PRINCE'S MOTHER (? THE OWNER OF THE AUTHORITATIVE VOICE THAT SENT THE JUDGE ON HIS DEATH-JOURNEY).
6. AT THE STATION POST-OFFICE, M. PRINCE SENT A TELEGRAM TO HIS WIFE, SAYING THAT HIS MOTHER WAS REPORTED AS BEING AS WELL AS POSSIBLE AFTER HER OPERATION, AND THAT HE WAS GOING TO THE NURSING HOME. THE NAME OF HIS MOTHER'S DOCTOR WAS INCORRECTLY SPOELT—HALLINGER, INSTEAD OF EHRLINGER.
7. LEAVING THE STATION, M. PRINCE WALKED TO THE HOTEL MOROT, CLOSE BY. APPARENTLY, THE MYSTERIOUS MESSENGER WHO HAD MET HIM ON HIS ARRIVAL TOOK GOOD CARE NOT TO BE SEEN WITH HIM IN THE TELEGRAPH OFFICE OR AT THE HOTEL, THUS GUARDING AGAINST FUTURE IDENTIFICATION.



8. AT THE HOTEL MOROT, M. PRINCE BOOKED A ROOM, FILLED IN THE PARTICULARS REQUIRED BY THE REGISTER, DEPOSITED HIS SUIT-CASE (BUT NOT HIS PORTFOLIO, WHICH WAS FOUND BY HIS BODY, MINUS CERTAIN PAPERS), AND WENT OUT. IT WAS EVIDENT THAT HE WAS IN A HURRY.
9. HERE THEORY BEGINS: M. PRINCE ALLOWED HIMSELF TO BE DRIVEN INTO THE COUNTRY IN THE BELIEF THAT HE WAS GOING TO "LA PROVIDENCE," TO WHICH, HE HAD BEEN TOLD, HIS MOTHER HAD BEEN REMOVED. ITS WALL IS ON THE LEFT.
10. BUT THE CAR PASSED "LA PROVIDENCE" (WITH M. PRINCE STUNNED OR DRUGGED) AND CONTINUED UP THE CHEVRE-MORTE ROAD, AND, BY WAY OF THE ROUTE NATIONALE AND UNDER THE LITTLE RAILWAY BRIDGE, TO THE COMBE-AUX-FEES.
11. AT THE COMBE-AUX-FEES M. PRINCE'S DEATH WAS ASSUMED; AND THE BODY WAS BORN UP A SHORT INCLINE LEADING TO THE LITTLE WALL BESIDE THE RAILWAY LINE, ON THE RIGHT IS A HUT IN WHICH THE BODY COULD HAVE BEEN HIDDEN IN EMERGENCY.
12. THE WALL HAVING BEEN CROSSED WITH EASE, THE MURDERERS, SEEKING TO PLACE THE BODY ON THE LINE, SLID AND DRAGGED THEIR BURDEN BY WAY OF A PATCH OF SMALL, LOOSE PEBBLES. TEN MINUTES LATER A GOODS TRAIN PASSED, CRUSHING AND BREAKING THE BODY, WHICH HAD A BROKEN CORD ROUND ONE OF THE ANKLES.
13. ONE RECONSTRUCTION OF THE LAST STAGE OF M. PRINCE'S DEATH-JOURNEY: THE JUDGE WAS DRIVEN TO AND PAST "LA PROVIDENCE"; THE CAR THEN TRAVELING THE CHEVRE-MORTE ROAD AND TURNING RIGHT, INTO THE ROUTE NATIONALE, TO REACH THE COMBE-AUX-FEES.
14. A SECOND RECONSTRUCTION OF THE LAST STAGE OF THE DEATH-JOURNEY: THE CAR WENT PAST TALANT, FOLLOWING THE TROYES ROAD UNTIL IT REACHED A LONELY SPOT AT WHICH M. PRINCE (DRUGGED OR ALREADY DEAD) COULD BE SECRETED UNTIL HE COULD BE BORN TO COMBE-AUX-FEES BY NIGHT.
15. A DOG ON A NEIGHBOURING FARMSTEAD WAS HEARD HOWLING AT ABOUT THE TIME OF THE DEATH—REACTING TRADITIONALLY TO THE PASSING-BY OF A DEAD BODY.
16. THE COMBE-AUX-FEES: SEEN FROM TALANT. X—THE POINT AT WHICH M. PRINCE'S BODY WAS FOUND. 1—THE PARIS-DIJON RAILWAY LINE. 2—COMBE-AUX-FEES QUARRY, IN WHICH A CAR COULD BE MOVED ABOUT OR LEFT WITHOUT BEING SEEN FROM THE ROAD. 3—THE SHORTEST INCLINE LEADING TO THE RAILWAY LINE. 4—THE FONTAINE AUX FEES. 5—INACCESSIBLE ROAD DOWN THE VALLEY. 6—CULTIVATED GROUND NEAR TALANT. 7—THE RIVER OUCHE.

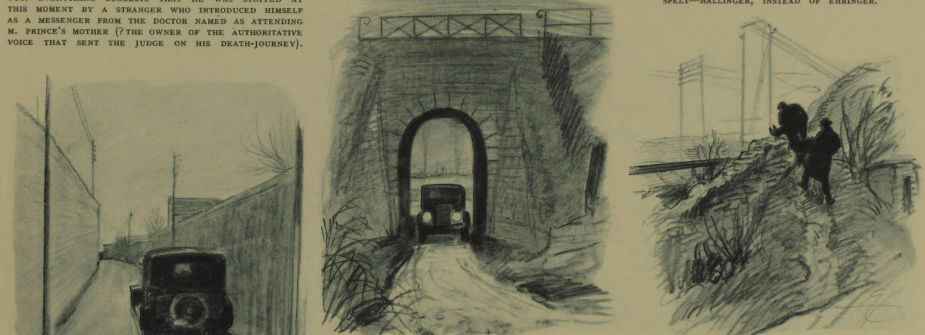
nature. The police were baffled; and, as this is written, the mystery remains unsolved. The following points may be made in connection with the very plausible reconstructions with which we are able to deal, thanks to "L'Illustration." In January a stranger presented himself at the house in which M. Prince's mother lives in Dijon, asked after Madame's health, and was told the name of her doctor—Dr. Ehrlinger. Evidently, it is argued, a careless note was made; for, in telegraphing to his wife on his arrival at Dijon, M. Prince, presumably given the name by the stranger, who is thought to have met him there, wired it as "Hallinger." On February 20 some person unknown rang up M. Prince in Paris and told him that his

# PRINCE: A CRIME DUE TO THE STAVISKY AFFAIR?

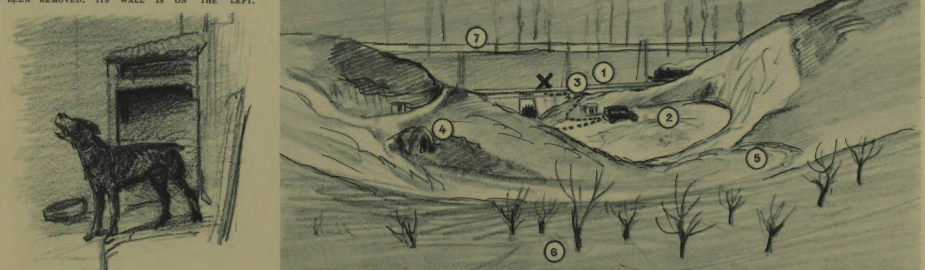
"L'Illustration," of PARIS, AND HERE USED IN ABBREVIATED FORM BY ARRANGEMENT WITH THAT PAPER.



17. THE TRAIN REACHED DIJON AT 4.44 P.M. M. PRINCE GOT OUT. EVERYTHING SUGGESTS THAT HE WAS STOPPED AT THIS MOMENT BY A STRANGER WHO INTRODUCED HIMSELF AS A MESSENGER FROM THE DOCTOR NAMED AS ATTENDING M. PRINCE'S MOTHER (? THE OWNER OF THE AUTHORITATIVE VOICE THAT SENT THE JUDGE ON HIS DEATH-JOURNEY).
18. AT THE STATION POST-OFFICE, M. PRINCE SENT A TELEGRAM TO HIS WIFE, SAYING THAT HIS MOTHER WAS REPORTED AS BEING AS WELL AS POSSIBLE AFTER HER OPERATION, AND THAT HE WAS GOING TO THE NURSING HOME. THE NAME OF HIS MOTHER'S DOCTOR WAS INCORRECTLY SPOELT—HALLINGER, INSTEAD OF EHRLINGER.



19. HERE THEORY BEGINS: M. PRINCE ALLOWED HIMSELF TO BE DRIVEN INTO THE COUNTRY IN THE BELIEF THAT HE WAS GOING TO "LA PROVIDENCE," TO WHICH, HE HAD BEEN TOLD, HIS MOTHER HAD BEEN REMOVED. ITS WALL IS ON THE LEFT.
20. BUT THE CAR PASSED "LA PROVIDENCE" (WITH M. PRINCE STUNNED OR DRUGGED) AND CONTINUED UP THE CHEVRE-MORTE ROAD, AND, BY WAY OF THE ROUTE NATIONALE AND UNDER THE LITTLE RAILWAY BRIDGE, TO THE COMBE-AUX-FEES.



21. A RECONSTRUCTION OF THE LAST STAGE OF M. PRINCE'S DEATH-JOURNEY: THE JUDGE WAS DRIVEN TO AND PAST "LA PROVIDENCE"; THE CAR THEN TRAVELING THE CHEVRE-MORTE ROAD AND TURNING RIGHT, INTO THE ROUTE NATIONALE, TO REACH THE COMBE-AUX-FEES.
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aged mother was to be operated on in Dijon that evening and begged him to come at once. Thereupon the Judge, never doubting the authenticity of the message, caught the 12.32 train from Paris. He reached Dijon at 4.44, and six minutes later sent the telegram to his wife, saying that his mother was going on as well as could be expected and that he was starting for the nursing home. His movements between the time he left the Hotel Morot, Dijon, and the time his dead body was found on the line at Combe-aux-Fees are unknown. The argument advanced is that he was lured nominally to "La Providence," but actually to Combe-aux-Fees, to meet his death—death which must seem to have been caused by a

train; even, it may be, to have been due to suicide. The illustrations and notes given above deal with that. Remark, also, other things of interest: (1) The knife found by the body was blood-stained; but the body had no mark of a knife-wound. The conclusion is that the knife was left as a symbol, a sign of vengeance and a threat to the living who might be called to give evidence in the Stavisky Affair. (2) A motor-car, with dimmed headlights, was seen standing near the railway, close to the spot at which the body was found, at the presumed time of the death. (3) M. Prince's mother was never a patient at "La Providence." The remains of M. Prince, it may be further noted, were exhumed on March 12 for further examination.



## THE MAORIS' "MAGNA CARTA" CELEBRATED WITH POI,

## HAKA, AND WAR DANCES: REJOICINGS AT WAITANGI.

CELEBRATING THE ANNIVERSARY OF THE TREATY OF WAITANGI—"THE MAGNA CARTA OF THE MAORIS' RIGHTS"—ON THE SPOT WHERE IT WAS SIGNED: MAORI WOMEN TAKING PART IN A POI DANCE BEFORE THE BRITISH RESIDENCY AT WAITANGI; WATCHED BY THE GOVERNOR-GENERAL, LORD BLEDISLOE, AND LADY BLEDISLOE.



A PICTURESQUE MAORI PERSONALITY—ONE OF MITA TAUPOKI, A



MANY WHO RE-AFFIRMED THEIR LOYALTY: CHIEF OF THE ARAWA.



A WARM MAORI WELCOME TO LORD AND LADY BLEDISLOE, AFTER THEY HAD LANDED AT WAITANGI: WARRIORS OF THE ARAWA TRIBE PERFORMING A HAKA AT THE RECEPTION.



THE IMPRESSIVE OPEN-AIR CEREMONY AT WAITANGI: A GENERAL VIEW OF THE CELEBRATIONS OF THE 1840 TREATY BY BOTH MAORIS AND NEW ZEALANDERS AT TI POINT: HAD PRESENTED TO NEW ZEALAND A THOUSAND ACRES



WHERE THE GOVERNOR-GENERAL (WHOSE PARTY IS IN THE SHELTER ON THE LEFT) ADJOINING THE SITE.



AT A CEREMONY WHICH WAS ESSENTIALLY AN EXPRESSION OF MAORI SENTIMENT: A TYPICAL MAORI WOMAN AT THE WAITANGI TREATY CELEBRATIONS.



AN ENTERTAINMENT BY A PARTY OF VISITING SOUTH SEA ISLANDERS AT WAITANGI: RAROTONGANS WHO GIVE A PERFORMANCE



WINNERS IN A COMPETITION INSTITUTED TO LADY BLEDISLOE FOR



PERPETUATE THE MAORI ACCOMPLISHMENTS: MEN AND WOMEN OF THE ARAWA TRIBE, OF ROTONGA, FIRST WINNERS OF THE TE REHIA TROPHY, PRESENTED BY ANNUAL COMPETITION AMONG THE MAORI PEOPLE IN WAR, HAKA, AND POI DANCES, GRATORY, HISTORICAL RECITATION, AND CLASSICAL MAORI SPEECH.

Five thousand Maoris took part in this year's commemoration of the Treaty of Waitangi (signed in 1840), which has been called the Magna Carta of the Maoris' political rights. In that year, Captain Hobson, R.N., landed in the Bay of Islands and hoisted the Union Jack. By the Treaty of Waitangi,

the tribes were guaranteed possession of their lands, forests, and fisheries; in return, they recognised the sovereignty of Queen Victoria. On the occasion here illustrated, Lord Bledisloe, the Governor-General, dedicated the building in front of which the Treaty was signed, together with a thousand

acres of ground surrounding it, which he and Lady Bledisloe recently purchased and presented to the Government and people of New Zealand as a token of their appreciation of the kindness shown to them since their arrival in the Dominion. In the presence of the great gathering, Lord Bledisloe

broke the Union Jack on a mast erected on the spot where the Treaty was signed, and laid the threshold of the carved meeting-house presented by the Maori community to stand beside the old British Residence. In London the occasion was marked by a commemorative service at St. Lawrence Jewry.





## THE WORLD OF SCIENCE.



### THE LARGEST LIVING FRESH-WATER FISH IN EUROPE.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THE other day a friend of mine sent me a small specimen of that most interesting, if inelegant, fish, the "Wels" (*Silurus glanis*). It is interesting from many points of view, for it belongs to a group of fishes showing a quite surprising range of differences in size, appearance, and habits. In the matter of size the Wels comes easily first, and has the distinction of being the largest fresh-water fish in Europe,

other species which do not leave the water are similarly provided. A South American Siluroid, *Doras*, is even more expert in playing the rôle of a land animal, moving with no little rapidity by projecting itself forward by means of a spiny rod along the breast-fin and the elastic spring of the tail. Long journeys are thus taken from one drying-up pond to another, such migrations taking several nights to accomplish.

unpleasing habit of parasitism, piercing the bodies of their victims and gorging on their blood. The Brazilian "Candiru," already referred to, by means of patches of spines on the gill-covers, wriggle in between the lamellæ of the gills of other fish and then, with their sharp teeth, start a flow of blood which they suck up: the spines of the gills affording them a secure grip so that they cannot be displaced.

In their breeding habits, the cat-fishes show a singular diversity. That the male "Wels," which forms the theme of this essay, watches over and defends the eggs was known to Aristotle. But some display a still more personal interest, worthy of more careful attention on the part of those who study the "habits" of animals than it has yet received. The North American cat-fish (*Amiurus*) deposits its eggs beneath logs or stumps; or both parents, at need, will join in excavating a sort of nest in the mud, spending two or three days in its construction. The male guards the eggs and later leads the young in great schools, as a hen cares for her chickens. The South American *Doras* and *Callichthys* build nests of grass and cover the eggs therewith, both parents taking part in guarding them. The Australian *Arius australis* builds a circular nest nearly 2 ft. in diameter, and the eggs, when laid, are covered with stones. Out of this habit of depositing the eggs in a nest has probably grown the strange mode found in the Brazilian cat-fish (*Platyistacus*). Herein, as soon as all the eggs are shed, the female presses her abdomen down on them, when they are squeezed into a soft mass of tissue developed for this purpose. But the



1. A REMARKABLE "MAILED" FISH: *LORICARIA FRENATA*, A TROPICAL AMERICAN SPECIES—SEEN FROM THE BACK.

In this species the mouth, which is rather small, has soft lips which serve as a sucker, whereby the body can be anchored to rocks. The head, in some species, over a considerable area is covered with bristle-like filaments, the function of which is unknown.

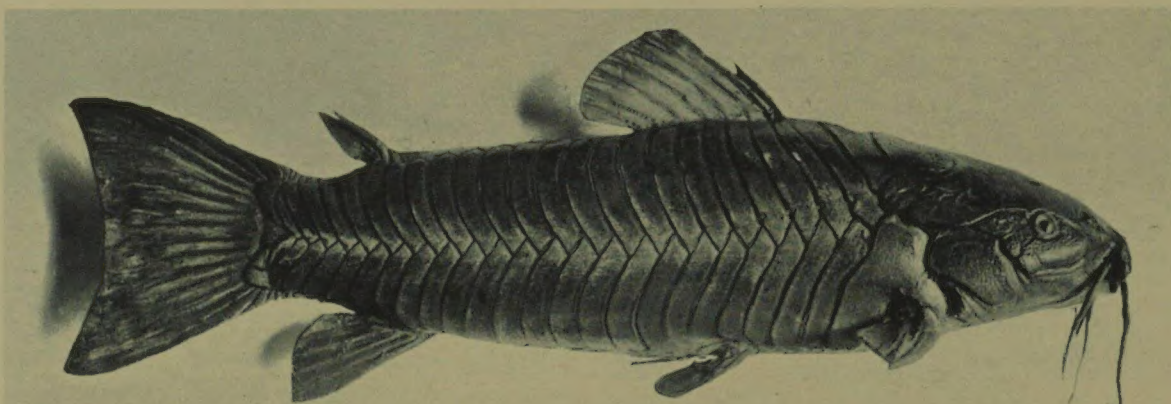
attaining to a weight of as much as 400 lb. and a length of 10 ft. or more. These giants are mostly found in the Danube basin, but its range extends over the greater part of Europe, though absent from the British Isles, France, Spain, and Italy. Herein it stands in the strongest possible contrast with the tiny "Candiru" (*Vandellia cirrhosa*) of Brazil, no more than 2½ in. long and very slender.

The Wels, as I have said, is not of prepossessing appearance, and this lack of charm is largely due to its habits, which are sluggish. As a consequence, the dorsal or back fin has become reduced to the condition of a mere vestige, while the mouth, which is large and very wide, is fringed on each side by long barbules or tentacles, to serve as feelers, and the eyes and teeth are also small, while the body has no scaly covering. These mere facts in themselves are of no particular interest to anyone. But the moment one begins to ponder over the theme of what agencies have brought them into being, they assume a new aspect. They drive one to comparisons with other members of the tribe.

While the answers we get of necessity leave much unexplained, the comparisons made enlarge one's grip of the peculiarities of the whole group, as well as of the manner of their making. The sluggish habit and small eyes will account for the reduced state of the dorsal fin. In some species of the Silurinae, the sub-family to which the Wels belongs, it may be absent altogether. In the species of the genus *Clarius* it takes the form of a long, low, eel-like fringe, running the whole length of the back. In other species there is a well-developed dorsal fin succeeded by an "adipose fin," made up of fatty substance with no supporting rods, as in the strange African "cat-fish" (*Synodontis batensoda*). I say "strange" advisedly, for it has a habit of floating at the surface belly-upwards, and in consequence the usual coloration is reversed, the belly being dark-coloured and the back pale. Yet no other member of the genus displays this eccentric habit.

The precise part played by these fins in the mode of life of these particular fish cannot be determined. But *Clarius* is certainly a more active swimmer than *Silurus*. Further than this. As in so many of the Siluroid fishes, *Clarius* is able to live in very foul water, owing to a special breathing chamber formed in the gill cavity, into which atmospheric air can be taken. It can even, at need, leave the water, as in the case of *Clarias lazera*, of Senegambia, which spends several months during the dry season in burrows, emerging at night to crawl about in search of food! But for its special breathing apparatus, this would be impossible. This apparatus, however, did not come into being as a response to these nocturnal journeys overland, for

Out of such departures from the normal life of their kind, structural bodily changes, leading to still greater efficiency, slowly came into being. For habit precedes structure. These particular and strange habits began with an adjustment to living in water deficient in oxygen. And this adjustment enabled



2. A FISH STANDING IN STRONG CONTRAST WITH THE WELS (FIG. 3), SINCE ITS BODY IS COVERED BY LARGE, OVERLAPPING SHIELDS: THE HASSAR, OR MAILED CAT-FISH (*CALLICHTHYS LITTORALIS*).

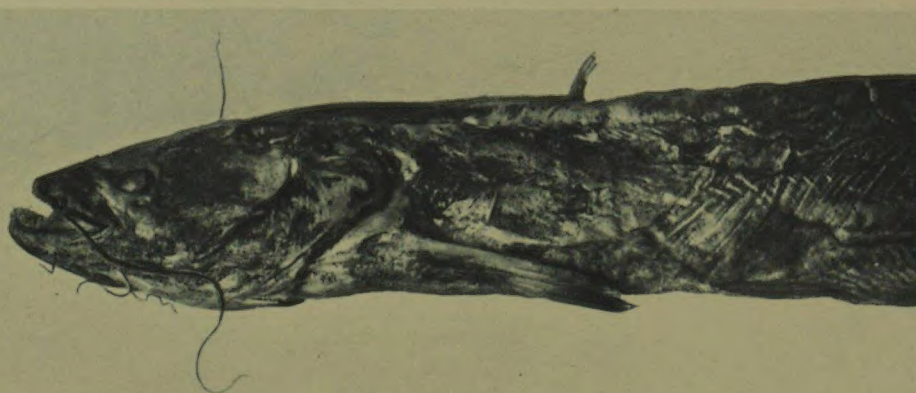
The mouth of the mailed cat-fish bears barbules—more conspicuous and more numerous than those of the Wels. The first dorsal fin has a strong spine in front; and a similar spine runs along the border of the second dorsal, which otherwise has no fin-rays.

some to live out of the water for long periods at a time. It may be that still further adjustments and bodily changes will follow this persistent habit of changing an aquatic for a terrestrial life. One at least of this tribe has developed the power of stunning

eggs also are reciprocally modified, each becoming attached to the spongy skin of the mother by means of a small stalked cup. This apparently merely "curious" mode of attaching the eggs to the body assumes a decidedly mysterious aspect directly we come to realise that here we have a reciprocal development between two separate kinds of living tissue—the abdomen of the parent on the one hand, and the shell of the egg on the other. Did the stalked cup arise in response to the stimulus set up by the embedding tissue of the skin of the parent? That, at the moment, seems the only possible solution.

But a still more efficient means of protection is adopted by the marine and estuarine species, *Arius* and *Osteogobius*, for the male—and in some species the female—carries the eggs in the mouth until they hatch. These eggs are few in number and very large—about ½ in. in diameter—and hence, having a large supply of food-yolk for the developing embryo, the young enter the world in a more advanced stage than is the case

where the eggs are small. The electric cat-fish (*Malopterurus*) of the Nile is said to carry this parental care a stage further, carrying the young in its mouth till they are big enough to be set adrift.



3. THE LARGEST FRESH-WATER FISH IN EUROPE: THE WELS (*SILURUS GLANIS*), WHICH ATTAINS A LENGTH OF 10 FT. AND A WEIGHT OF 400 LB.

Though large, the Wels is sluggish in its habits; and to the latter characteristic is probably due the fact that its dorsal fin has been reduced to the condition of a mere vestige, while the scales of the body have disappeared entirely. The mouth bears long tentacles, or feelers, used for detecting food.

its prey by an electric shock. This is the electric cat-fish, which I described on this page recently.

Some of the South American cat-fishes, as the Siluroids are commonly called, have developed the



# THE ONLY SKI MUSEUM: STRANGE RUNNERS SHOWN IN SWEDEN. SPECIMENS FROM A FINE COLLECTION HOUSED AT FISKATORPAT, NEAR STOCKHOLM.



THE SKI MUSEUM AT FISKATORPAT, STOCKHOLM: OLD-TIME SKIS, SOME OF UNGAINLY APPEARANCE, BROUGHT OUT TO BE TRIED.



OLD SKIS FROM LAPLAND IN THE FISKATORPAT SKI MUSEUM: SPECIMENS FROM A COUNTRY WHICH HAS PROVIDED SOME EXAMPLES THAT ARE OF THE GREATEST INTEREST.



EXAMINING THE UNDERSIDE OF ONE OF A PAIR OF OLD LAPLAND SKIS; SHOWING ITS REMARKABLE CONSTRUCTION.



BEFORE THE FORM OF THE SKI BECAME MORE OR LESS STANDARDISED: AN INTERESTING RUNNER AND FOOT-BINDING—THREE HUNDRED YEARS OLD.



A COLLECTION OF SKIS AT FISKATORPAT MUSEUM INCLUDING PROBABLY THE OLDEST IN THE WORLD EXCAVATED FROM A VIKING SETTLEMENT.



THE PRACTICAL SIDE OF THE SKI MUSEUM AT FISKATORPAT: TESTING OLD SWEDISH SKIS.



AN INTERESTING TYPE OF OLD SKI IN THE MUSEUM: A PAIR USED IN SWEDEN 250 YEARS AGO.

ONE of the highest European ski-jumping platforms is at Fiskatorpat, near Stockholm. The mountains not being very lofty there, ski enthusiasts have built a jumping platform; while inside the structure, of which this is a part, there has been established what is claimed to be the only museum in Europe that is devoted solely to ski-ing. This contains a collection of skis of all times and of every country, duly catalogued. A few notes on the history of ski-ing, taken from Arnold Lunn's authoritative work on the subject, will not be out of place here.

[Continued opposite.



CHILDREN'S SKIS 200 YEARS OLD: A YOUNG EXPERT ON A CURIOUSLY CONSTRUCTED PAIR.

"The earliest mention of ski-ing," we learn, "occurs in Procopius (526-559 A.D.), who mentions a race of Skridfinnar—that is, gliding Finns. . . . He does not mention details as to the nature of the gliding instruments, but that they were ski of some kind is obvious. . . . Many references to ski-running are to be found in the old Northern literature: Skaol, the giantess who wedded Njord, one of the northern gods, left her husband and the coast to return to her beloved mountains; she is known as the Goddess of Ski. . . . It was the mark of a proper man in the Sagas to be a good ski-runner; for example, Earl Rognvald of Orkney (died 1159), telling in verse his nine accomplishments, ranks ski-ing among them. From the Kalevala, the great Finnish epic, we may see how much the Finns thought of their 'planks.' " He also mentions early examples of ski-ing being practised traditionally in England.



**T**HREE: Greenwich Pageant, during the summer of 1913, enabled many Londoners "to put Greenwich on the map." More than 10,000 spectators repaired to Greenwich every evening for more than a week, and learnt, among other things, that under modern conditions of travel, Greenwich is only a few minutes removed from Charing Cross, and, if only for its architecture, the crowning work of Sir Christopher Wren, deserves much more attention than Londoners generally give it. The Pageant brought home to all who saw it the fact that for nearly three hundred years Greenwich was the favourite residence of the Kings and Queens of England; and that, when the Navy was presented by William and Mary to the Navy, it became a great Naval Hospital, analogous to the similar institution for the soldier pensioners at Chelsea. What the Pageant could not show was the operation of that Act of Parliament which closed the Royal Hospital at Greenwich, leaving the noble buildings entirely empty. The reason for Parliamentary legislation was the lack of Naval pensioners during the period following the Crimean War, and the date of the Act which closed the Hospital was 1869.

The buildings were not left long without occupants. Shortly after the closing of the Hospital, it was resolved to transfer from Portsmouth the "Royal Naval College," which had been first established there just a century ago. The word "College" was not a very good designation for the place of higher education which in 1812 was compressed into the buildings at Portsmouth now used for the Navigation School. A better word would have been "University." But when the students migrated from Portsmouth and entered into occupation of their new quarters at

its trade routes. The illustrations which accompany the present article will give some indication of the activities of the College; for the rest, it must suffice to survey very briefly some of the work of the various departments into which the College is divided.



LUNCHEON IN THE NESS AT THE ROYAL NAVAL COLLEGE, GREENWICH, WHERE STUDENTS RANGING FROM SUB-LIEUTENANTS TO REAR-ADMIRALS RECEIVE SPECIAL TRAINING.

In the Mechanics Laboratory officers can verify—or disprove, as occasionally happens—the theories that they work out mathematically. In the wind-tunnel experiments are made in moving air, instead of in moving water, to see how eddies form round torpedoes and other under-water weapons. And in different kinds of testing machines, the working strength of frames with welded or riveted joints is compared with the forecasts based on calculation. It happens not infrequently that teachers and students alike learn much from such experiments; and occasionally results that have caused surprise at the time have proved to be the foundations of important discoveries.

In the Physics Department the aim is to provide a general education in modern physics, and specialist education in the various branches of natural science as applied to the Service. The laboratory is fully equipped with experimental apparatus for the study

## THE "UNIVERSITY" OF THE NAVY: LIFE AS IT IS LIVED BY OFFICERS WHO WILL

By Professor GEOFFREY CALLENDER, M.A., F.S.A., Professor of

## IN THE ROYAL NAVAL COLLEGE, GREENWICH, COMMAND THE NAVY OF THE FUTURE.

History and English at the Royal Naval College. (See also Pages 396-397.)



OFFICERS SHAPING A COURSE TO THE LECTURE-ROOM, WHERE SPECIALISTS IN EVERY BRANCH OF NAUTICAL SCIENCE ARE TRAINED.

of applied electricity, sound, and light. The electrical engineering section, in particular, contains upwards of forty motors, generators, and transformers, besides Service wireless-telegraphy sets, wherewith the advanced classes obtain valuable experimental knowledge.

In the Metallurgical Laboratory an extensive study is made of the materials used in the construction of ships, engineering machinery, guns, torpedoes, and other projectiles; the internal structure of metals and alloys, and the effect of impurities on them, and their after-treatment, so important for the efficiency of the materials and for the safety of personnel.

In the Chemical Department, the engineer officers receive a wide training in the usefulness of the various fuels available for the propulsion of ships; of oils used for the lubrication of machinery; and the application of strict tests to ensure the maximum of efficiency. Not less important is the study of paints

and other protective coatings in an attack on the ever-present feature—corrosion—the gradual eating away of the metal and other surfaces, particularly as experienced in the presence of sea-water and sea-air.

In the Naval Architecture Department, the length of the course, already referred to, gives occasion for the most intensive and advanced study, even at Greenwich. The regulations state that "accepted candidates who have graduated with honours in Naval Architecture in any of the Universities of Glasgow, Liverpool, or Durham, or have taken honours in the Mechanical Sciences Tripos at Cambridge, or in Mechanical Engineering in the University of London, will be excused the first year of the course."

In this department students carry out, under guidance, all the usual calculations in regard to strength, stability, and propulsion of ships. During the latter half of the course each student undertakes to design a warship to certain stated requirements; and the necessary calculations are made and detailed drawings prepared to show the form of the ship, and the structure and the allocation of space into the hundreds of compartments comprising one of the vessels upon which the safety of the country depends.

The remainder of the course is devoted to advanced instruction in mathematics, applied mechanics, metallurgy, electricity, and to some instruction in French. The final examination is of high standard, and steady hard work is necessary throughout the course to ensure obtaining the 60 per cent. required for a second-class certificate, which ensures entry to the Royal Corps of Naval Constructors; a first-class certificate is awarded on 75 per cent. There is evidence for stating that students able to obtain a second-class certificate in Naval Architecture at Greenwich are



"CATCHING THE MAIL BEFORE THE BOAT LEAVES!" ONE OF THE ROOMS AT THE ROYAL NAVAL COLLEGE. This photograph shows how a typical bedroom at the College is furnished. On pages 396-397 we illustrate the work described by Professor Callender in this article.

capable of obtaining a first-class honours degree at other universities.

Another course is that for the newly-joined officers of the Instructor Branch, entry to which is restricted to university graduates with an honours degree in mathematics, science, or engineering. At Greenwich they undergo a preliminary course in Navigation and in Service applications of their specialised knowledge, before proceeding to sea to undertake the training of junior officers and the general education of the lower-deck ratings.

Space forbids a description of most of the work of the College. But perhaps enough has already been said to show the citizen of London how little he knows of the activities of the naval officer in his midst. This, perhaps, is symbolic: for the citizen of London is, as a rule, profoundly ignorant of the work and the duties of the Navy as a whole, and of the debt which he owes to a Service which for centuries has guaranteed him not only security, but what to the ordinary man seems more vital, an adequate supply of food.



ONE OF THE TRADITIONAL RECREATIONS AT THE ROYAL NAVAL COLLEGE: LEISURE MOMENTS IN THE SHUTTLE ALLEY.

Greenwich, the designation "College" was continued, and remains to this day. As a consequence, Londoners may be forgiven if they are not fully acquainted with the kind of work now conducted in the buildings which once constituted Greenwich Hospital.

The students at the Naval University vary both in age and in the length of time they remain in residence. There are Sub-Lieutenants, the youngest officers in the College, who (after four years at Dartmouth) have served three years at sea as Cadets and Midshipmen, and enter Greenwich at the age of about twenty. At the other end of the scale there are Rear-Admirals and Post-Captains who have already held command at sea. There are anti-submarine specialists who are in residence for only three months, and students of naval architecture whose course extends over three years. In addition to the officers already named, there are officers of the Staff Course, gunnery specialists, torpedo specialists, engineer specialists, medical officers, and other officers too numerous to specify.

The work done by the officers at Greenwich, as may well be expected, is intensely diverse in character; for the modern Navy requires specialists of many kinds, if it is to maintain its high record for efficiency in guaranteeing the security of the country and of



ORDERS OF THE DAY: A GROUP OF YOUNG OFFICERS AT THE NOTICE-BOARD.



H.M.S. "PINAFORE"—AN UNREHEARSED EFFECT: THE SUB-LIEUTENANTS' SMOKING-ROOM IN THE FIRST DOG WATCH.



# A "UNIVERSITY" WHOSE STUDENTS RANGE FROM SUB-LIEUTENANTS TO REAR-ADMIRALS: THE R.N.C., GREENWICH.



THE MECHANICAL ENGINEERING LABORATORY IN THE ROYAL NAVAL COLLEGE, GREENWICH: WORK ON HYDRAULICS—STUDENTS MEASURING THE DISCHARGE FROM A CENTRIFUGAL PUMP BY MEANS OF A RIGHT-ANGLE WEIR.

WE publish here a series of photographs, of a kind never previously taken, illustrating work at the Royal Naval College, Greenwich. On the two preceding pages, where we publish further photographs of the officers in their lighter hours, Professor Geoffrey Callender, M.A., F.S.A., Professor of History and English at the College, contributes an article of great interest dealing with the work done there by the students, who

(Continued above.)



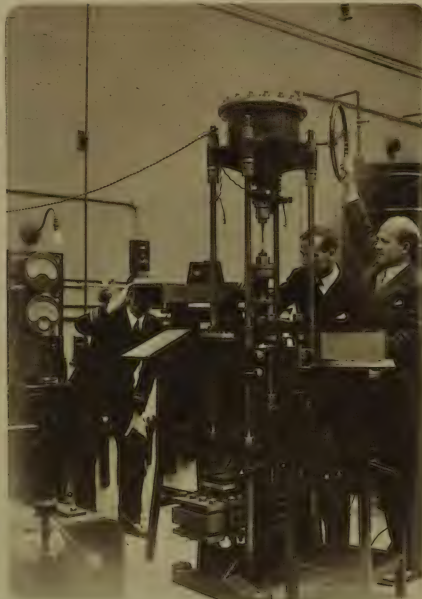
THE METALLURGICAL LABORATORY, WHERE THE MATERIALS USED IN THE CONSTRUCTION OF SHIPS ARE STUDIED: TAKING THE TEMPERATURE OF MOLTEN BARS IN THE HIGH-TEMPERATURE FURNACE.



THE PHYSICS DEPARTMENT AT THE ROYAL NAVAL COLLEGE: WORK IN THE ELECTRICAL ENGINEERING SECTION, WHICH IS EQUIPPED WITH OVER FORTY MOTORS, GENERATORS, AND TRANSFORMERS.

range from Sub-Lieutenants to Rear-Admirals. It should be read with reference to the photographs on these pages; and it may come as a surprise to many of our readers to learn how advanced and technical are the courses studied at this Naval "University." Professor Callender adds the following note: "The buildings erected at Greenwich between the years 1660 and 1740, partly as a Palace and partly as the Royal Hospital,

(Continued below.)



TESTING STEEL FOR NEW CRUISERS IN THE MECHANICAL ENGINEERING LABORATORY—WHERE THE WORKING STRENGTH OF FRAMES IS COMPARED WITH CALCULATED FORECASTS.



THE NAVAL ARCHITECTURE DEPARTMENT, WHERE THE MOST ADVANCED STUDIES OF ALL THOSE AT THE ROYAL NAVAL COLLEGE, GREENWICH, ARE MADE: EACH STUDENT DESIGNING A WAR-SHIP DURING THE LATTER HALF OF HIS THREE-YEAR COURSE: THE DESIGN ROOM.

are now used as the Royal Naval College. The word 'University' would be a more suitable description. The University of the Navy was established exactly a hundred years ago at Portsmouth and was housed partly in H.M.S. "Excellent" and partly in the buildings now used as the Navigation School. The needs of the University very quickly outran the accommodation at Portsmouth. When, therefore, the Royal Naval Hospital at Greenwich was wound up by Act of Parliament in 1866, the buildings were, with little alteration, converted into new quarters for the University of the Navy. The courses at Greenwich vary from six months for Sub-Lieutenants to three years for Naval Architects. Students who have graduated in another University for Naval Architecture are excused one year out of the three years' training at Greenwich. Some of the work done at Greenwich is shown

(Continued above.)



THE WIND TUNNEL IN THE MECHANICS LABORATORY, IN WHICH EXPERIMENTS ARE MADE IN MOVING AIR; THE WIND BEING DRAWN FROM THE STILL AIR OF THE LABORATORY THROUGH THE INTAKE SNOZZLE, AND THE MODEL, SEEN THROUGH THE SIDE OF THE TUNNEL, BEING TESTED IN A NON-TURBULENT CURRENT.

In the accompanying series of photographs, the first of their kind taken." To which we may add that long before 1660 the site where the Royal Naval College now stands was occupied by buildings of high historic importance. There Greenwich House once stood, a royal residence as early as 1300. Henry VI, granted it to Thomas Beaufort, Duke of Exeter, but it reverted to the Crown in 1447, becoming, as Professor Callender says in his article, "for nearly three hundred years the favourite residence of the Kings and Queens of England." Greenwich House was the birthplace of Henry VIII., Queen Mary, and Queen Elizabeth, and there Edward VI. died. The Stuarts followed the Tudors there until 1660, after a brief interval under the Protector, it reverted to Charles II. In his restoration and was then pulled down.



“GARDENS OF OWLS”?—RAT-CATCHERS IN NEED OF SANCTUARY, REPRESENTED BY HAND-REARED BARN-OWLS.

The case of the barn-owl has aroused considerable interest of late. In 1932, a national census was taken under the auspices of the Royal Society for the Protection of Birds. The result of this was to show that there are some 25,000 barn-owls left in England and Wales; that they have been decreasing in numbers for many years now; and that they are still doing so. "This decrease," notes Mr. G. B. Haker, writing in "Bird Notes and News," appears to be attributable to interference by man, which continues, though it is less than formerly: to scarcity of food; to competition with other owls brought about by this scarcity of food; to destruction of nesting sites; and to rat poisons." A correspondent in "The Times" recognising the serious implications of the decrease in numbers of such a valuable rat-baiter at the barn-owl, makes the interesting suggestion that "gardens of owls" might be laid out—and describes such a garden actually formed in Cheshire, where "each year the owl nest in the special owl-boxes, built like great bird-boxes." In these circumstances, more than usual importance attaches to the photographs taken by that well-known naturalist, Mr. Crawshaw Frost; and to his description of the way in which he successfully reared two young barn-owls. Barn-owls, by the way, are often nesting by the end of January or February; yet young barn-owls have been seen in the nest as late as October 21.

THE Royal Society for the Protection of Birds, apprehensive for the welfare of the Barn, or White, Owl, enlisted recently the services of all natural history societies in England and Wales to make a census, which revealed their number to be roughly twenty-five thousand. A rough calculation could have been made in another way, as, like many other indigenous

(Continued below)



A VALUABLE BACK OF RAT-CATCHERS FOR WHOM PRESERVATION "GARDENS OF OWLS" ARE SUGGESTED: YOUNG BARN-OWLS TAKEN FROM THE NEST AFTER THE MOTHER HAD DESERTED; SHOWING THEIR "ANGULAR" FACES.



WHERE COCK AND HEN OWL ENJOINED "SEPARATE RESIDENCES": THE HOLLOW TREE AT WHOSE BASE THE FEMALE LAID AND INCUBATED HER EGGS; AND (IN THE BACKGROUND) THE BARN IN WHICH THE MALE BIRD SPENT THE HOURS OF DAYLIGHT.

birds and migrants, each family has its own particular territory, as a daily food supply is then assured, and birds will fight fiercely to guard their territory. As there are about eight thousand villages in England and Wales, we can allocate one barn-owl family of three or four to each village, with the result almost corresponding to the census returns. The barn-owl," Mr. Crawshaw Frost continues, "is found almost all over the world, and if one examines a good collection of stuffed birds, as in the New York Natural History Museum, the similarity of plumage the world over is most striking. In this country, as stuffed birds are now out of fashion for mounting in cases for decoration in houses, few are shot for this purpose. But this owl suffers by lack of barn, where for centuries it has found shelter to pass the day-time in sleep, and from the urbanisation of the countryside. Further, the introduction of the little, cr screech, owl, introduced from Norway, has encroached upon its food supplies. The writer noticed one day last summer in any Essex village on the Blackwater an owl fly to a hollow tree-stump. He climbed the tree and the bird flew out, and below on the ground, sheltered by a projection of the bark, were two white eggs. A month later these changed into two fluffy white owlets, which the photograph shows near their mother. The dark, hollow tree, 10 ft. high, did not allow flashlight photography, so, by reflecting sunlight from two mirrors held by boys, with all three people



THE TWO OWLETS ONE MONTH AFTER THEY HAD BEEN TAKEN FROM THE NEST—STILL UNABLE TO FLY: A FACT WHICH MADE THEM VERY AMENABLE PETS; HAND-REARED YOUNGSTERS WHO SUCCESSFULLY MADE A RAILWAY JOURNEY.

standing on the tree, this photograph was secured. Just across the field was the barn where the male owl lived, and regularly every evening at 8 p.m. he visited the family and then went off on his regular food hunt, making a bee-line back as soon as he had captured any victim and holding it in his talons. His beat was always south and south-west of the nest, where he followed ditches and fences, flying about fifteen feet from the ground and pouncing down upon any unwary victim. He was careful to take the same route when near home, both entering and leaving the nest, to avoid, possibly, telegraph wires or other obstacles. Early in the morning, sometimes, he could still be seen out hunting before the sun rose to drive him back to the barn. To photograph him bringing food to the nest it was necessary to sit in a box, or hide, covered with foliage, under the tree and wait. On one occasion he arrived, and paused one moment on the top of the tree—the shutter clicked, and then, alarmed, he flew off, dropping a young rat, which the photographer secured and examined. The owl always helps himself first to the head; so it was headless. Later these two young barn-owls were fished up with a butterfly-net when the mother was away. Her absence was through desertion, as the photographing had upset her, but in these cases the male continues to feed the young. As a rule, the female very rarely leaves the nest when nursing, her male doing all the hunting. The writer spoon-fed the young ones with minced raw meat, raw un-basted egg, and water for three weeks. The water was mixed with the egg and meat. To give water alone would be impossible, as the parents have a special way of regurgitating liquid requirements. It was necessary at first

THE OWLETS SIX DAYS AFTER THEY HAD BEEN TAKEN FROM THE NEST—SUCCESSFULLY FED ON RAW MEAT, RAW EGG, AND WATER, THEIR FACES BEGIN TO FLATTEN OUT AND THEIR DOWN TO TURN TO FEATHERS.

to prize open the beak, when the food was then swallowed and relished. To simulate the tree-trunk they were kept in a Tate sugar box, which was covered over in the day-time to begin with. It was interesting to watch the downy white hair, as one photograph shows, gradually encroached upon by the growth of wings and feathers. Their powers of speech are limited to a hiss and a smack of the beak. They do not develop powers of flight until long after they have learned to walk, and so are useful pets and can be taken about sitting on the arm or shoulder. If they are allowed to fly away, they will return regularly by night to their human foster-parents for food. These two went to the Oxford 'Zoo' to advertise their beauty, and, being educated to the daylight from infancy, they did not require a box there to hide in from the light, which those caught when adult require, else they will pine away. The young owls made excellent travellers and were photographed on the door of the guard's van. Generations of habit have accustomed them to expecting food towards dusk, so they are best fed then. As shortage of food is forcing them to hunt more in daylight, this change will make them better known to the general public, who will no longer, as of old, entertain superstitious dread of them. Owls' faces are human-like in appearance; their eyes being stereoscopic, so that when flying or sitting down they must turn the head round to look at anyone on their right or left, which is a movement almost uncannily human."

PHOTOGRAPHS BY H. CRAWSHAW FROST.



THE COCK BARN-OWL BRINGING A RAT TO THE NEST IN THE HOLLOW TREE (ILLUSTRATED OPPOSITE): A METHODOICAL HUNTER WHO FOLLOWED THE SAME ROUTES EVERY EVENING, AND SOMETIMES CONTINUED TILL DAYBREAK; WORKING ON A WELL-DEFINED "BEAT."



AN OWLS' NEST AT THE BOTTOM OF A HOLLOW TREE: THE MOTHER AND TWO MONTH-OLD NESTLINGS PHOTOGRAPHED BY SUNLIGHT REFLECTED DOWN THE HOLLOW TRUNK BY MEANS OF MIRRORS—A PIECE OF BREAD (RIGHT) USED TO ATTRACT ATTENTION.



# OLD SALT.

BEING AN APPRECIATION OF

"BARLOW'S JOURNAL": TRANSCRIBED BY BASIL LUBBOCK.\*

(PUBLISHED BY HURST AND BLACKETT.)

THIS is a book of quite extraordinary interest, and forms a real contribution to our splendid literature of the sea. Substantial though it is—the two handsomely produced volumes run to more than 500 pages—it never lacks interest at any point. It gives a most vivid picture of a seaman's life in the seventeenth century, and in its simple, naïve style it invariably conveys the impression of veracity. The manuscript came by a happy chance into the hands of Mr. Basil Lubbock, who has done notable (and, we doubt not, laborious) service in transcribing it into modern spelling; for Barlow was an uneducated man, with little notion of orthography, even by the erratic standards of his day, and to decipher all his quaint phonetic forms would have been intolerably tedious for the general reader. But, if he could not spell, Barlow had learned to write a fine hand on good paper in durable ink; and, what is even more surprising, he had somehow acquired considerable skill with brush and pencil. His manuscript is enriched with no less than 127 "moralls" (as he calls them) in colour, of ships and other sea-creatures; and, as the illustrations on the opposite page will show, many of these are executed with astonishing deftness and delicacy. For more than forty years Barlow kept his diary, despite accidents, illness, wounds, capture by the Dutch, shipwreck, and all the chances of the sea. As Mr. Lubbock observes, it is a mystery how he achieved this feat in the existing conditions of seafaring. Nor is there any obvious motive for his self-imposed task, except the sheer interest of the thing; though we sometimes suspect a desire to record a protest against the numerous "abuses of poor seamen." Whatever the intention, the result is remarkable, and we think Mr. Lubbock is justified in his claim that for sheer glamour of narrative Barlow is not excelled by any of our great sea-diarists.

Barlow lived in every part of the world in every kind of ship—to the East and West Indies, China, the Mediterranean, the Americas, and home waters. For the most part he served before the mast, and at the end of a long seafaring career, having then risen to the rank of mate, he was much disappointed at never obtaining permanent command of a ship. Wherever he went, he made careful notes of the people, customs, and "commodities" of the place, and in this way his journal is an invaluable store-house of information about the seventeenth-century world. At the beginning of his experiences, while still a child, he was nearly killed by a fall into the hold of his ship, and thereafter he suffered every vicissitude of the sea—tempest, battle, shipwreck, affrays, hard fare, and the epidemic illnesses which constantly ravaged mariners. He was not a lucky man. Several times he lost his hard-won peculium by wreck, capture, or (according to his own account) the incorrigible knavery of others. He must have been born, he thinks, "under a threepenny planet," and nothing would ever prosper with him. He constantly complains of the

hard lot of the sailor, who is fair game for every rogue, and he rails at those who sit at home in wealth and comfort. "There are no men under the sun that fare harder and get their living more hard and that are so abused on all sides as we poor seamen, without whom the land would soon be brought under subjection, for when once the naval forces are broken, England's best walls are down. And so I could wish no young man to betake himself to this calling unless he had good friends to put him in place or supply his wants, for he shall find a great deal more to his sorrow than I have writ." England is "grown the worst kingdom in all Christendom for poor seamen, being abused many several ways, and paying for damnified merchants' goods, they being in no fault of it, and against all reason if things were rightly considered, no other Christian nation doing the like to their poor seamen." Certainly in such particulars as victuals, quarters, wages, the press-gang, and the unhandsome devices of employers (the East India Company not excepted), Barlow probably does not exaggerate. Yet the reader suspects him of having something of the temperament of a "grouser"; and in one place he admits that, despite everything, "the calling is not altogether so bad." Romance made up for everything!

Barlow served both in the Navy and the merchant marine, and had his share of the Dutch Wars. In 1665 he was

several occasions against the Barbary pirates, and towards the end of his career one of his most interesting tasks was to protect the Mocha fleet against Captain Kidd. This Barlow did to some purpose, for although Kidd came to close quarters, he thought better of his proposed attack when he discovered the kind of reception which Barlow had prepared for him. The fleet saw no more of William Kidd, though they had many evidences of his, and of Avery's, depredations on their voyage.

Barlow played his little part in more than one drama of history. He was in the convoy which brought Charles II. to England, and a year later he served in Montague's fleet, which escorted the Queen from Lisbon. The whole account of the Restoration comes hot and glowing from a boy's lively recollection. Barlow did not actually witness, but heard with deep humiliation of the Dutch descent on the ships in the Medway—all of which he declares (as he does of every English reverse) was "done by treachery." The references to contemporary events are particularly interesting as giving the view of an ordinary humble member of the public. We hear echoes of the Great Plague, of the

Earl of Clarendon (Barlow's opinion of him is that "if he had a thousand lives, none deserved death better"), of the "Papist design and plot" discovered by Doctor "Titas Otes," whereby there was "much trouble in the city of London and England for a long time afterwards, some of the highest and chiefest in the land being impeached as having a design to bring in Popery to the land again." In 1681 Barlow gives an account, which probably represents the plain man's view, of the troubles between King and Parliament, and between Protestant and Catholic; in 1685, when on his fourth East India voyage, he learns of the death of Charles II., "which was a great grief to hear of to all true-hearted Englishmen"; and at St. Helena in 1689, he hears (somewhat late in the day) of "great disturbance in England between King James and his people," news which was soon to be confirmed in greater detail. Barlow's own sympathies are not revealed, but he seems to have been a staunch Protestant and constitutionalist.

No less interesting than these high matters on sea and land are the glimpses of the diarist's own character and thoughts. He is, at every turn, a good, simple creature, a little cantankerous perhaps, but of good, solid stuff throughout. His piety, which finds frequent expression, is an engaging blend of sincerity and sailorly superstition. We cannot but take him to our hearts when he tells us of his feud with his shrewish 'prentice-mistress, who ever sought to put too much work upon him, and whom he "could not well endure"; or when he tells us how, on one of his inland excursions between voyages, he sparked it among the rustics in "apparel above his station," and made all the yokels jealous of the impression which he made on the village beauties. It only needed a horse or a bicycle to complete the picture of Jack-Tar-through-the-ages! His eulogy of his wife, the serving-maid whom he took to the altar after more than one experiment elsewhere, is as heartfelt as any spouse could desire: "And though we neither of us abounded with worldly means, yet true love was not wanting . . . and had I married another woman with a thousand pounds, I could never have met with one more deserving my love and respect than she did, careful of her carriage in her house, and a good woman to her neighbours and friends, and a religious and good church-woman, and a kind and indulgent mother to her children." Once he stood in danger of the law, and was like to have been burned in the hand by the common executioner for manslaughter, when a vengeful widow charged against him that her husband had died as the result of his disciplinary blows; let us hope that his conscience was as clear as he declares it to have been when he compromised the matter for cash down. It cannot have been a very bad conscience, for the worst sin of which he can accuse himself as the cause of his "crosses and losses" is that, having plighted himself to a country lass, "yet could I not fix and ground my love so far upon her that I could keep myself from professing the same to some others, which I did the same not long after; which was my great failing in that thing, and I did many times think that God was angry with me for so doing." Eternal Jack Tar! The Recording Angel will surely make allowances.

C. K. A.

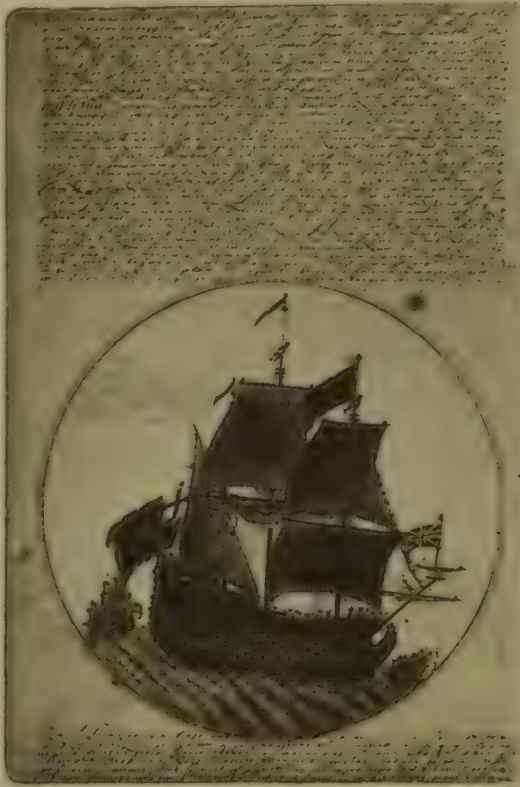


"THE MANER OF TRIPOLI, ANOTHER PIRAT'S TOWNE IN BARBERY BELONGING TO THE TURKES, LYING IN LATITUDE OF 33 D: 15 M NORTH—YE MUNMOUTH (CENTRE SHIP)": ONE OF THE MANY ADMIRABLY EXECUTED DRAWINGS WITH WHICH BARLOW DECORATED HIS JOURNAL; DONE IN 1668.



"THE MANER OF THE WEST SIDE OF THE ISLAND OF SAINT HELENA, WHICH BELONGETH TO THE ENGLISH EAST INDIA COMPANYE . . ."

Barlow visited St. Helena in 1671, on his return home from the East. In his transcription of the Journal Mr. Lubbock has modernised and corrected the spelling.



"THE EMBLEM OF YE SHIP ROYALL SOVERAIGNE AS SHE WAS IN THE YEARE 1691, VIS ADMIRALL OF YE BLEW COMANDED BY SIR RALFE DELIAVALL": A PAGE FROM BARLOW'S JOURNAL; SHOWING HOW HE INTERLARDERD IT WITH HIS OWN ILLUSTRATIONS.

Reproductions by Courtesy of Hurst and Blackett, Publishers of "Barlow's Journal."

has done . . . and she shall have my good word so long as she is a ship." In 1672, while in the *Experiment*, in the Straits of Banca, he was captured by the Dutch, and appears to have been reasonably well treated, though he was much irritated by "Dutch brag." It was to while away his time as a prisoner that he began to keep his journal, recalling the preceding years, it would seem, from an unusually retentive memory. He also saw service on

present at the Battle of Lowestoft, and he gives a spirited account of it from his own observation, wisely refraining from hearsay evidence in this and all other matters—"for my intent is not to set down a place where I have not been, not knowing how to shadow it out." He took part also in the Four Days' Fight and Battle of St. James's Day, 1666, being wounded in the leg on the first day of the engagement. He is very proud to have served on that famous occasion in the good ship *Monk*, "a ship which deserves to be set in a ring of gold for the good services she

present at the Battle of Lowestoft, and he gives a spirited account of it from his own observation, wisely refraining from hearsay evidence in this and all other matters—"for my intent is not to set down a place where I have not been, not knowing how to shadow it out." He took part also in the Four Days' Fight and Battle of St. James's Day, 1666, being wounded in the leg on the first day of the engagement. He is very proud to have served on that famous occasion in the good ship *Monk*, "a ship which deserves to be set in a ring of gold for the good services she

\* "Barlow's Journal of His Life at Sea in King's Ships, East and West Indiamen and Other Merchantmen from 1659 to 1703." Transcribed from the Original Manuscript by Basil Lubbock. With thirteen Coloured Illustrations and forty-three Coastline Drawings. Two Volumes. (Hurst and Blackett; a Limited Edition of 100 Numbered Sets; £4 4s. the Set.)





"THE SHIPP ROYALL CHARLES THAT WAS IN THE YEAR 1660 WHEN SHE RETURNED WITH HIS MAJESTY, KING CHARLES, ON HIS RETURN TO ENGLAND AT THE RESTORATION."



"THE EMBLEM OF THE KINGES SHIPP CALED THE MOUNK THAT WAS IN THE YEARE 1666" A CONTEMPORARY ILLUSTRATION FROM A SEVENTEENTH-CENTURY SEAMAN'S JOURNAL.



"THE MANER OF THE ENGLISH AND DUCH FELETES IN THERE INGAGMENT ON THE 3 AND 4 DAYES OF JUNE IN THE YEAR 1665."

# THE BATTLE OF LOWESTOFT AND THE RESTORATION OF 1660 AS DRAWN BY AN A.B. OF THE PERIOD.

Edward Barlow's Journal (reviewed in this issue) has 127 coloured illustrations. The sea-fight shown above was the first pitched battle of the Second Dutch War, fought off Lowestoft in 1665. Here the Duke of York (afterwards James II.), commanding the

English fleet, gained a great victory, and the flag-ship of the Dutch commander, Admiral Opdam, was blown up with all hands. The Dutch defeat became a rout when the Blue Squadron, under the Earl of Sandwich, broke through the enemy's line.

REPRODUCED FROM "BARLOW'S JOURNAL." TRANSCRIBED FROM THE ORIGINAL MANUSCRIPT BY BASIL LUBBOCK. 2 VOLS. BY COURTESY OF THE PUBLISHERS, MESSRS. HURST AND BLACKETT. (SEE REVIEW.)





A PIECE OF CHELSEA WHOSE PERFECTION HAS SURVIVED THE HAZARDS  
OF THE HOUSEHOLD: "THE MUSIC LESSON."

A GROUP, MODELLED BY ROUBILIAC, WHICH WAS SENT TO LONDON AS OF LITTLE VALUE AND SOLD FOR £3250: A REMARKABLE PIECE IN THE "PORCELAIN THROUGH THE AGES" EXHIBITION. (C. 1760. ABOUT 14 INCHES HIGH.)

Unusual interest attaches to the Chelsea group here reproduced, not only because of its fine colouring and its perfection, but by reason of its history. It came, we are informed by Messrs. Rochelle Thomas, its present possessors, from a private house in Lincolnshire, where it was the property of two ladies. Though then regarded as of no great value, it was sent to London to be sold by auction. There its importance was appreciated, and, instead of fetching a few guineas, it was sold for £3250! It is safe to say that there is no known example of the group that is in anything like such excellent preservation; and it should be remarked that

the condition of the piece is doubly astonishing when it is remembered that, as it was looked upon for years as nothing out of the ordinary, its fragile beauty ran the ordinary hazards to which china is exposed even in the best-managed private houses. It should be added that this group is now known to have been modelled by Roubiliac, perhaps the most exquisite craftsman of all those who worked for Chelsea. The idea for it may have been derived from a picture by Boucher. In conclusion, it is hardly necessary to point out that the colours have come superbly through the firing. It bears the Gold Anchor mark.

REPRODUCED BY COURTESY OF THE OWNERS, MESSRS. J. ROCHELLE THOMAS, 10, KING STREET, S.W.1.



# A UNIQUE UR STATUETTE OF 3300 B.C.; AND OTHER NEW DISCOVERIES.

By C. LEONARD WOOLLEY, LEADER OF THE JOINT EXPEDITION OF THE BRITISH MUSEUM AND THE PENNSYLVANIA UNIVERSITY MUSEUM TO MESOPOTAMIA. PHOTOGRAPHS BY COURTESY OF THE MUSEUMS.



RIDING A BULL AND TURNING A LION HEAD OVER HEELS! REMARKABLE SCENES ON AN EXQUISITE CYLINDER SEAL FROM A SARGONID GRAVE AT UR, OF ABOUT 2600 B.C.



A CHARIOT DRAWN BY A WINGED MONSTER: ANOTHER IMPRESSION FROM A CYLINDER SEAL, ONE OF A NUMBER DISCOVERED AT UR IN A CEMETERY OF THE SARGONID PERIOD.

"THE alabaster statuette here illustrated," writes Mr. C. Leonard Woolley, "has just been discovered at Ur in circumstances which, from the excavator's point of view at any rate, are remarkable, for it was lying in the grave of a man, probably a soldier, of the period of the Royal Cemetery, about 3300 B.C. In none other of the thousand and more graves of that cemetery was any work of sculpture found (the famous representations of 'the ram caught in a thicket' were really articles of furniture, not independent sculptures), nor in graves of any other age have we come upon anything more ambitious



COPPER TOILET-PINS FROM UR MORE THAN 5000 YEARS OLD: INTERESTING RELICS OF ANCIENT SUMERIAN LIFE FOUND IN THE ROYAL CEMETERY OF THE PRE-DYNASTIC PERIOD.



THE ONLY WORK OF SCULPTURE FOUND IN ANY GRAVE OF THE ROYAL CEMETERY AT UR: AN ALABASTER STATUETTE OF A SUMERIAN WOMAN, OF ABOUT 3300 B.C. (10 IN. HIGH.)

than clay figurines of gods and their worshippers; but here is a stone statue, carved in the round, in a grave which contained nothing else more noteworthy than the weapons of the dead man and the drinking-bowl and jug for his refreshment, and it represents, apparently, not a goddess but an ordinary woman. She stands in the normal Sumerian attitude, with her hands clasped over her breast, wearing the long sheepskin dress typical of the early period; the curiously staring eyes are inlaid with shell and lapis lazuli, and a band of lapis lazuli inlay forms the fillet which confines the mass of her hair. The little statue—it is just ten inches high—is of particular importance, because it is relatively well dated, and so will serve to date others of the same class. The grave in which it was found was one of a large number on the fringe of the Royal Cemetery of the pre-dynastic period which we have encountered in the preliminary stages of our season's work. A great shaft is being dug to reach an earlier graveyard 54 ft. below the modern surface, a graveyard of about 4000 B.C. We have gone down through buildings of the time of Nebuchadnezzar and of the Kassite times, a few centuries earlier than Nebuchadnezzar, through a cemetery of the Sargonid age, about 2600 B.C., and so to the Royal Cemetery; a very little more work will bring us to the graves which are the real aim of our excavation. Already from these upper levels we have recovered quantities of good objects, stone vases, beads, and, in particular, cylinder seals, some of which are unusually finely carved and interesting for their subjects; and from them, too, we have been able to learn something more about the history of the city throughout the period of nearly three thousand years represented by the stratification in the sides of our shaft." We may recall that Mr. Woolley's latest book about his work—"Ur Excavations." Vol. II. The Royal Cemetery—was reviewed in our issue of February 24 last, with illustrations in colour of the oldest known harp and metal-work of the fourth millennium B.C., found at Ur.



ANOTHER VIEW OF THE STATUETTE (SHOWN ON THE LEFT) OF A WOMAN IN SHEEPSKIN DRESS; THE EYES INLAID WITH SHELL AND LAPIS LAZULI: A FIND OF UNIQUE IMPORTANCE.



A WINDOW ON THE WORLD:  
NEWS ITEMS OF THE WEEK.

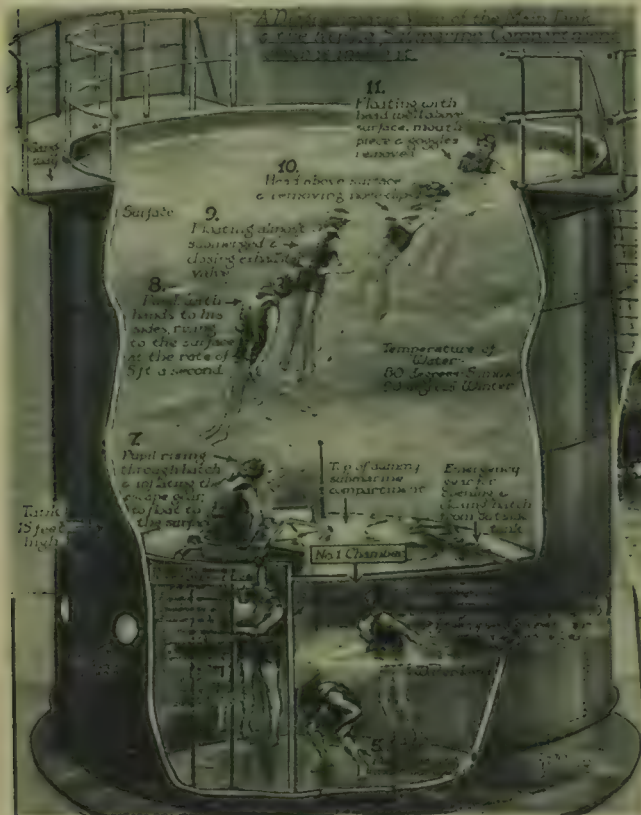


A VISIT TO THE LONELY ISLAND: WOMEN OF TRISTAN DA CUNHA ON BOARD THE ROYAL MAIL LINER "ATLANTIS," WHERE THEY WERE ENTERTAINED AT TEA. The Royal Mail liner "Atlantis" reached Tristan da Cunha on February 19, and landed the new chaplain, the Rev. Harold Wilde, who will be stationed there for three years. The liner hove to three miles away, and a number of boats, including frail craft of goatskin, put off from the shore. Islanders crowded on board the liner and were entertained there by the passengers. Twelve tons of provisions were discharged, including timber for repairing the church, foodstuffs, and two lifeboats presented by the S.P.G. in England. The inhabitants of Tristan da Cunha, who number 161, are descendants of British, Dutch, Italian, Asiatic, and African settlers. They are daring sailors, very long-lived, and are described as moral, religious, hospitable to strangers, well-mannered, industrious, and healthy.



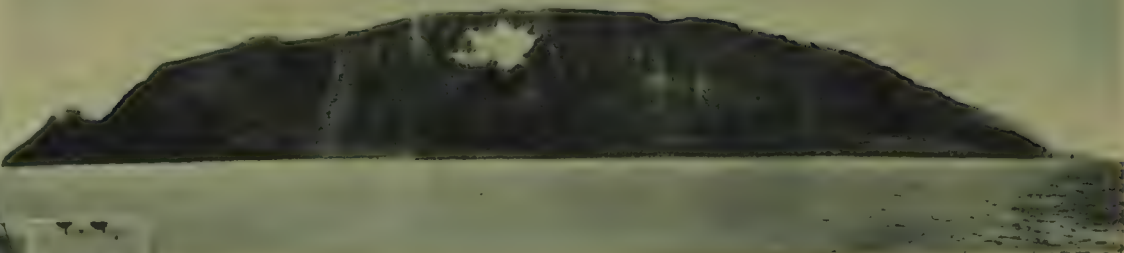
THE ROAR OF NIAGARA SILENCED BY FROST: THE AMERICAN FALLS FROZEN UP TO AN EXTENT UNPRECEDENTED IN THE LAST FIFTY YEARS.

When this remarkable photograph was taken, on March 2, scarcely a trickle of water was passing over Niagara, and silence reigned where normally the roar of the falls is tremendous. They freeze, to some extent, every year; but this has been the severest winter in America for fifty years at least. To add to the general distress, a blizzard of extreme intensity swept over the New England States and New York State late in February.



THE DAVIS ESCAPE APPARATUS—TO BE USED EXCLUSIVELY FOR SAVING LIFE FROM SUNKEN SUBMARINES.

In his statement on the Naval Estimates on March 12, the First Lord of the Admiralty, Sir Bolton Eyres-Monsell, said that, since sunken submarines can never be raised in time to save life, the Davis escape apparatus would in future be used exclusively. We reproduce part of our Special Artist's drawing in our issue of August 1, 1931, showing pupils undergoing instruction in the use of the apparatus.



THE LONELIEST ISLAND IN THE WORLD: TRISTAN DA CUNHA; WHOSE NEW CHAPLAIN, THE REV. HAROLD WILDE, HAS JUST STARTED HIS THREE YEARS' STAY.



HERR HITLER OPENS THE BERLIN MOTOR EXHIBITION; WITH A BACKGROUND IN WHICH HE FIGURES PROMINENTLY: A PROGRAMME OF MOTORING DEVELOPMENT.

Herr Hitler opened the Berlin motor exhibition on March 8, announcing that his Government would support an expansion of the industry so that motoring might be available to a far larger class. He compared Germany's half-million motor-cars with the 24,000,000 in the United States, which have a population only about double Germany's; and attributed the retarded growth of German motoring to the "Marxist" theory that a motor-car is essentially a luxury.



A NEW "WATERBUS" FOR THE THAMES UNDERGOING TESTS: A MOTOR-BOAT CAPABLE OF ABOUT 30 KNOTS AND ABLE TO CARRY TWELVE PASSENGERS.

A new type of Thornycroft motor-boat, which may prove the forerunner of craft to be used in the projected fast "waterbus" service, underwent tests on the Thames on March 8. Fitted with six-cylinder Thornycroft engines, totalling 280 h.p., with which a speed of about thirty knots can be attained, this motor-boat has accommodation for twelve passengers. The day when the river will be used to relieve road traffic may be approaching.



THE ENDLESS ATTRACTION OF FOOD: A MAN WHO IS WELL LOVED BY DUCK.

John Cowieson, by a wave of his hand, can summon hundreds of duck at a lake in Coral Gables, Florida. They crowd round and over him without showing a sign of fear, and the reason is simply that he feeds them. The photograph makes an interesting companion picture with those of the Arkansas duck in our last issue. These, if less numerous, are certainly tamer.



"JINGLING JOHNNIE" PARADED FOR THE FIRST TIME IN LONDON: A FAMOUS WAR TROPHY.

At the parade of ex-Irish soldiers on the Horse Guards on March 11, "Jingling Johnnie," a trophy captured from the French at Salamanca, was carried by the Connaught Rangers' Old Comrades Association. It is a figure 7 ft. 8 in. high, made of brass crescents, bells, and horsehair plumes, and surmounted by an Imperial French eagle.



# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE INTER-VARSITY SPORTS: N. P. HALLOWELL (HARVARD, U.S.A., AND BALLIOL) BREAKING A THIRTY-THREE-YEAR-OLD RECORD IN THE HALF-MILE.

Oxford beat Cambridge in the University Sports at the White City on March 10 by seven events to four. Several memorable performances marked the day's sport, including N. P. Hallowell's (Harvard, U.S.A., and Balliol, Oxford) record in the Half-Mile, and C. F. Stanwood's (Bowdoin College, U.S.A., and University College, Oxford) triple success for the

(Continued above.)



AN OUTSTANDING PERFORMANCE AT THE INTER-VARSITY SPORTS: C. F. STANWOOD, WHO WON THREE EVENTS FOR THE SECOND SUCCESSIVE YEAR, WINNING THE 220-YDS. HURDLES.

second year in succession in both Hurdle races and the High Jump. Hallowell broke K. Cornwallis's thirty-year-old record for the Half-Mile, with a time of 1 min. 54.1-5 sec. Stanwood won the 120-yards Hurdles in 15.3-10 sec.; the 220-yards Hurdles in 24.9-10 sec. (very nearly a record); and reached 5 ft. 10 in. in the High Jump.



THE DUKE OF GLOUCESTER'S POINT-TO-POINT SUCCESS: H.R.H., AFTER WINNING THE WINDMILLHILL CUP AT TIDWORTH ON HIS OWN BIRKHAL.

The Duke of Gloucester rode a 20 to 1 winner at the Salisbury Plain bona-fide Military Meeting held at Tidworth on March 10. In the race for the Windmillhill Cup he took the mount on his own horse, Birkhall. For two-thirds of the three-mile course he was outpaced. Then two of the leaders fell, and, with another horse running wide at the final turn, Birkhall won by two lengths.



THE DUKE AND DUCHESS OF BRUNSWICK, WHO ARE VISITING ENGLAND AND HAVE LUNCHEONED WITH THEIR MAJESTIES.

The Court Circular on March 8 had the announcement that "The Duke and Duchess of Brunswick visited Their Majesties and remained to luncheon." The Duchess of Brunswick is the ex-Kaiser's daughter. The Duke was formerly Duke of Cumberland.



LEADER OF THE SUCCESSFUL PARTY IN THE L.C.C. ELECTIONS: MR. HERBERT MORRISON.

Leader of the Labour Party in the L.C.C., which secured a majority in the recent elections; for which victory he was largely responsible. Secretary of the London Labour Party. A member of the National Executive of the Labour Party. Minister of Transport, 1929-31. Mayor of Hackney, 1920-21.



THE DEATH OF A GREAT PROCONSUL: THE LATE LORD ABERDEEN AND TEMAIR.

Lord Aberdeen and Temair died on March 7; aged eighty-six. He was Governor-General of Canada, (1893-98), and twice Lord Lieutenant of Ireland—in 1885 under Gladstone, and in 1905. His second tenure included the passing of the Home Rule Bill. He was Rector of St. Andrews University, 1913.



LORD SNELL.

Chosen as Chairman of the L.C.C., March 12. Was created a Baron in 1931. A member of the L.C.C. 1919-1925; Socialist M.P. for East Woolwich, 1922-1931. Parliamentary Under-Secretary, India Office, in 1931.



MR. A. C. HEBER-PERCY.

The well-known amateur jockey, who was killed in the National Hunt meeting at Cheltenham on March 7. His successes include the winning of the Hunters' Steeplechase, the Grand Military Meeting last year. Lieutenant, Welsh Guards.



MR. HERMAN KLEIN.

The well-known music critic, teacher, and writer. Died March 10; aged seventy-seven. For many years music critic of the "Sunday Times," and also of the "New York Herald." Wrote "The Reign of Patti."



"FRANK ANSTEY."

"Frank Anstey," the great English humorous writer, whose real name was Anstey Guthrie, died on March 10; aged seventy-seven. His first and greatest success, "Vice Versa," appeared in 1882. His other fantastic romances include "The Tinted Venus," "The Brass Bottle"; and he also wrote "The Giant's Robe."



MISS MARY PICKFORD, M.P.

Died March 6; aged forty-nine. Contested Farnworth (Lancashire) unsuccessfully as Unionist, 1929. Won North Hammersmith from Labour, 1931, obtaining a Unionist majority of nearly 7000. Went to India as a member of Franchise Committee, 1932. Technical Adviser, International Labour Conferences, Geneva, 1927 and 1928.



A PRINCE OF SWEDEN MARRIES A COMMONER: PRINCE SIGVARD AND FRÄULEIN PATZEK OUTSIDE CANTON HALL REGISTER OFFICE.

Prince Sigvard, second son of the Crown Prince of Sweden, was married to Fräulein Erica Patzek at Caxton Hall Register Office on March 8. A large crowd had collected to see the bride and bridegroom. A copy of the marriage certificate was handed to a representative of the Swedish Legation. It is officially declared that the Prince has forfeited his title. In future he will be known as Mr. Bernadotte.





"THE SPEAR-HEAD OF THE FLEET": THE NAVAL AIR ARM—AN AEROPLANE RETURNING TO THE CARRIER "COURAGEOUS," SEEN FROM THE HANGAR BELOW THE FLIGHT-DECK.

In presenting the Air Estimates on March 8, Sir Philip Sassoon, Under-Secretary for Air, asserted: "We cannot afford to accept a position of continuing inferiority. This country must have parity in the air."

Mr. Baldwin later declared that, if disarmament efforts failed, the Government would see to it that "in air strength and air power this country shall no longer be in a position of any inferiority." On March 12 the

Navy Estimates were presented by Sir. B. Eyres-Monsell, First Lord of the Admiralty, who said: "The Fleet depends more and more upon its Naval Air Arm. The Admiralty regards it as the spear-head of the

Fleet, and is prouder of it than of any arm of the Service. It is equally true that the Air Force depends on the Navy, for without the Navy its fuel supply, as well as everything else that comes overseas, would be in jeopardy."



# PICTORIAL NEWS: DISASTROUS FIRES; AND DRAKELOW HALL FOR SALE.



THE DISASTROUS FIRE AT CASTLE HILL, NEAR SOUTH MOLTON, NORTH DEVON, WHICH COST TWO WOMEN'S LIVES: EARL FORTESCUE'S COUNTRY HOUSE BURNING.

Fire broke out at Castle Hill, near South Molton, the residence of Earl Fortescue, on the night of March 9. The fire was discovered by a motorist at about one a.m. Mrs. Vincent, the one-armed housekeeper, lost her life in the fire, and Miss Davey, a maid, died from the effects of shock and fumes after being rescued. It is thought that, after seeing that the maids escaped,



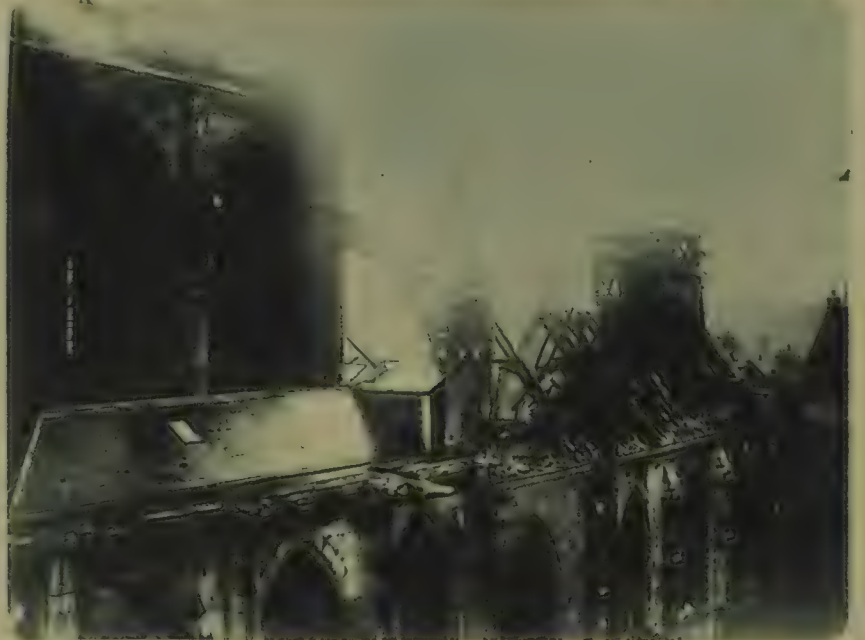
CASTLE HILL GUTTED: THE BURNT-OUT MANSION, IN WHICH THE HOUSEKEEPER LOST HER LIFE AFTER HELPING TO SAVE THE MAIDS.

Mrs. Vincent lost her way in trying to get through one of the upstairs passages, was trapped by the flames and smoke, and burned to death. One of a number of men employed by a firm of decorators, who were sleeping in the house, made gallant attempts to find her, after he had successfully rescued Miss Davey. The greater part of the building was destroyed.



ST. NICAISE, ROUEN, IN FLAMES: THE FINE OLD CHURCH DESTROYED BY FIRE; THE FIREMEN ARRIVING TOO LATE TO SAVE THE STRUCTURE.

A short circuit in the electrical system applied to the organ and the bells was said to have caused the almost complete destruction of the Church of St. Nicaise at Rouen. There were examples of architecture ranging from the thirteenth century to be seen in the church. The nave dated from the thirteenth century, and the choir from the sixteenth. Its fine stained-



AFTER THE FIRE AT ST. NICAISE: THE GUTTED BUILDING, THE FLAMES FROM WHICH HAD THREATENED NEIGHBOURING HOUSES.

glass windows dated from the sixteenth century, and were regarded as the best in Rouen. The organ was one of the finest in Normandy, having been begun in 1631, and improved throughout the centuries. The fire spread so rapidly that, when it was discovered, it was too late for the firemen to do anything more than protect adjoining property threatened by the flames.



DRAKELOW HALL, WHICH IS IN THE MARKET: THE FAMOUS DERBYSHIRE HOUSE, WHICH CONTAINS AN ADMIRABLE EIGHTEENTH-CENTURY "LANDSCAPE-ROOM."

Drakelow Hall, the famous house on the borders of Derbyshire, is in the market at the moment. It furnishes one of the finest examples of those eighteenth-century rooms that were painted with continuous landscapes. In this case, the painting is attributed to Paul Sandby, which there appears to be little reason to doubt. "The drawing of the trees," notes Mr. Christopher Hussey, writing in "Country Life," "with emphasis on the trunks, is characteristic of him." In the



THE DINING-ROOM AT DRAKELOW: A CONTINUOUS LANDSCAPE WITH "PROSPECTS" REAL TRELLISES, AND A GROTTO FIREPLACE.—(Reproduction by Courtesy of "Country Life.")

Drakelow room the idea of a trellised arbour was realistically developed. Real trellis-work was set round the room and apertures, and the fireplace was disguised as a grotto. There is even a wicket gate which really opens—though not, as the artist would have us believe, on to a painted pathway meandering over a bridge. The landscape is represented with the season at autumn. The trees display various picturesque russet hues contrasting with a clear blue sky.



# THE 86TH UNIVERSITY BOAT RACE: CREWS; AND BYGONE DAYS.



THE FIRST EIGHT-OARED UNIVERSITY BOAT RACE, ROWED FROM HAMBLEDEN LOCK TO HENLEY BRIDGE—A LITTLE MORE THAN TWO MILES—ON JUNE 10, 1829: OXFORD, WHO WON EASILY.



THE FIRST BOAT RACE WE ILLUSTRATED—THAT OF 1846, FROM MORTLAKE TO PUTNEY: THE FINISH—CAMBRIDGE WINNING AND OXFORD PARTLY SEEN ON THE RIGHT.  
(From "The Illustrated London News" of April 11, 1846.)



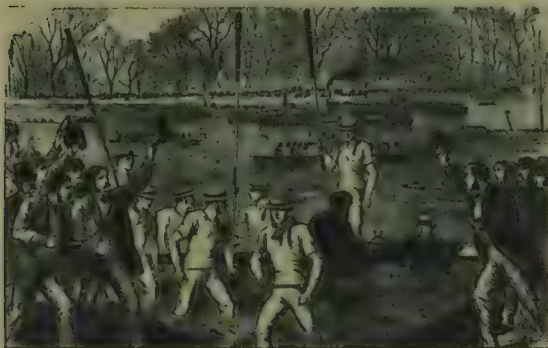
SHOWING THE TALL-FUNNELLED UMPIRE'S-BOAT AND OTHER STEAMERS FOLLOWING THE CREWS: THE 1852 RACE, WON BY OXFORD BY 27 SECONDS.  
(From "The Illustrated London News" of April 10, 1852.)



OXFORD: (L. TO R.) W. H. MIGOTTI (RADLEY AND WORCESTER); R. W. G. HOLDSWORTH (SHREWSBURY AND BRASENOSE); P. HOGG (SHERBORNE AND NEW COLLEGE); J. M. COUCHMAN (SHERBORNE AND CHRIST CHURCH); P. R. S. BANKES (OUNDE AND CHRIST CHURCH); J. H. LASCELLES (CHRIST'S COLLEGE, NEW ZEALAND, AND BALLIOL); G. I. F. THOMSON (SHREWSBURY AND BALLIOL); A. V. SUTCLIFFE (SHREWSBURY AND TRINITY); AND C. G. F. BRYAN (ETON AND WORCESTER).



CAMBRIDGE: (L. TO R.) A. D. KINGSFORD (UPPINGHAM AND PEMBROKE); C. K. BUCKLE (EASTBOURNE AND MAGDALENE); W. G. R. M. LAURIE (MONKTON COMBE AND SELWYN); K. M. PAYNE (ETON AND THIRD TRINITY); D. J. WILSON (MELBOURNE, AUSTRALIA, AND CLARE); W. A. T. SAMBELL (MELBOURNE, AUSTRALIA, AND PEMBROKE); J. H. T. WILSON (SHREWSBURY AND PEMBROKE); N. J. BRADLEY (MONKTON COMBE AND PEMBROKE); AND J. N. DUCKWORTH (LINCOLN AND JESUS).



WHEN THE WINNING BOAT BECAME WATERLOGGED AFTER THE FINISH—IN 1863: THE STRAW-HATTED OXFORD CREW WADING ASHORE.

(From "The Illustrated London News" of April 11, 1863.)



WHEN FLOODS (DURING PRACTICE) COMPELLED THE COACH TO LEAVE THE BANK FOR THE BOAT: MR. R. LESLEY COACHING OXFORD IN 1872.

(From "The Illustrated London News" of February 3, 1872.)



THE ONLY DEAD-HEAT IN THE HISTORY OF THE EVENT: THE END OF THE UNIQUE RACE OF 1877, WHEN THE CREWS FINISHED LEVEL IN 24 MIN. 8 SEC.

(From "The Illustrated London News" of March 31, 1877.)

The Oxford and Cambridge Boat Race of 1934 was fixed for to-day (March 17). Changes in the crews may, of course, occur up to the last moment, but at the time of our going to press the crews were as shown in our photographs. It will be recalled that Oxford were particularly unlucky this year in being unable to settle their crew until a day or two before the race, through various mishaps and other occurrences which, for a time, involved almost daily alterations in the crew. Mr. W. H. Migotti, for example, had to attend an examination, and meanwhile

his place at bow was taken by Mr. C. S. Reid, but he returned to the boat on March 13. Oxford have also had to have a new boat built for them lately, in the record time of three-and-a-half days, and this is the third boat they have used this year. Mr. P. R. S. Bankes (Oxford's No. 5), who weighs 14 st. 8 lb., is the heaviest man who has rowed in the race since the very first year, 1829, when Mr. J. J. Toogood, of Oxford, weighed 14 st. 10 lb. We reproduce from our early numbers some interesting incidents of the race in bygone days.



## KANG TEH'S ENTHRONEMENT: MODERNITY AT THE MANCHUKUO RITES.



THE NEW EMPEROR PREFERS A MODERN VEHICLE TO THE ANCESTRAL PALANQUIN: HIS STEEL-LINED MOTOR-CAR, ACCOMPANIED BY AN ESCORT OF MOTOR-CYCLIST POLICE, AND FOLLOWED BY OTHER CARS, CONVEYING HIM AT DAWN TO THE ALTAR OF HEAVEN FOR THE RELIGIOUS RITES BEFORE HIS ENTHRONEMENT.



THE SCENE OF THE PRINCIPAL PROCEEDINGS, WHICH TOOK PLACE AT NOON; THE JADE THRONE, IN THE HALL OF CEREMONY AT HSINKING, FROM WHICH THE EMPEROR KANG TEH READ HIS FIRST RESCRIPT ON THE OCCASION OF HIS ENTHRONEMENT.



THE EMPEROR KANG TEH ("TRANQUILLITY AND VIRTUE") IN MODERN MILITARY UNIFORM: HIS APPEARANCE IN THE PALACE COURTYARD TO MAKE A SPEECH.



THE MOUNTED FIRE BRIGADE OF THE CAPITAL OF MANCHUKUO: A PICTURESQUE FEATURE OF THE LONG PROCESSION THROUGH HSINKING AFTER THE EMPEROR'S ENTHRONEMENT, WHICH WAS ANNOUNCED TO THE PEOPLE BY A SALUTE OF 100 GUNS, WHILE AEROPLANES CIRCLED OVERHEAD AND DROPPED ROYAL PROCLAMATIONS.

Under the title of Kang Teh, meaning "tranquillity and virtue," the former "Boy Emperor" of China was enthroned on March 1 as first Emperor of Manchukuo, at Hsinking (once known as Changchun), which displaced Mukden as the capital. Kang Teh is thus the only man who has been made an Emperor three times. The ceremonies on March 1 were marked by modernity, in contrast to ancestral tradition, except in the religious observances with which the day began. At

dawn the Emperor drove in a steel-lined car to a specially constructed Altar of Heaven, where, arrayed in "Dragon" robes, he performed the ancient rites, while priests sacrificed a snow-white bull. The enthronement took place at noon in the Hall of Ceremony at the Palace, where the Emperor, now in field-marshal's uniform, mounted the Jade Throne and read his first Rescript, after having sealed it with the jade Seal of State. The city was *en fete* for the occasion.



BAXTER

# Supreme



## CONCERNING SCOTCH WHISKY

In almost every country in the world for years and years — in fact, from “Generation to Generation” — the word DEWAR’S has always meant the very best in whisky . . . skilled distillation, age and perfect blending are responsible for its wonderful quality . . . This quality, this “goodness,” mellowness, call it what you will, is the secret of its fame — a fame that is without doubt SUPREME.

DEWAR’S  
*The Famous*

**“White Label”**



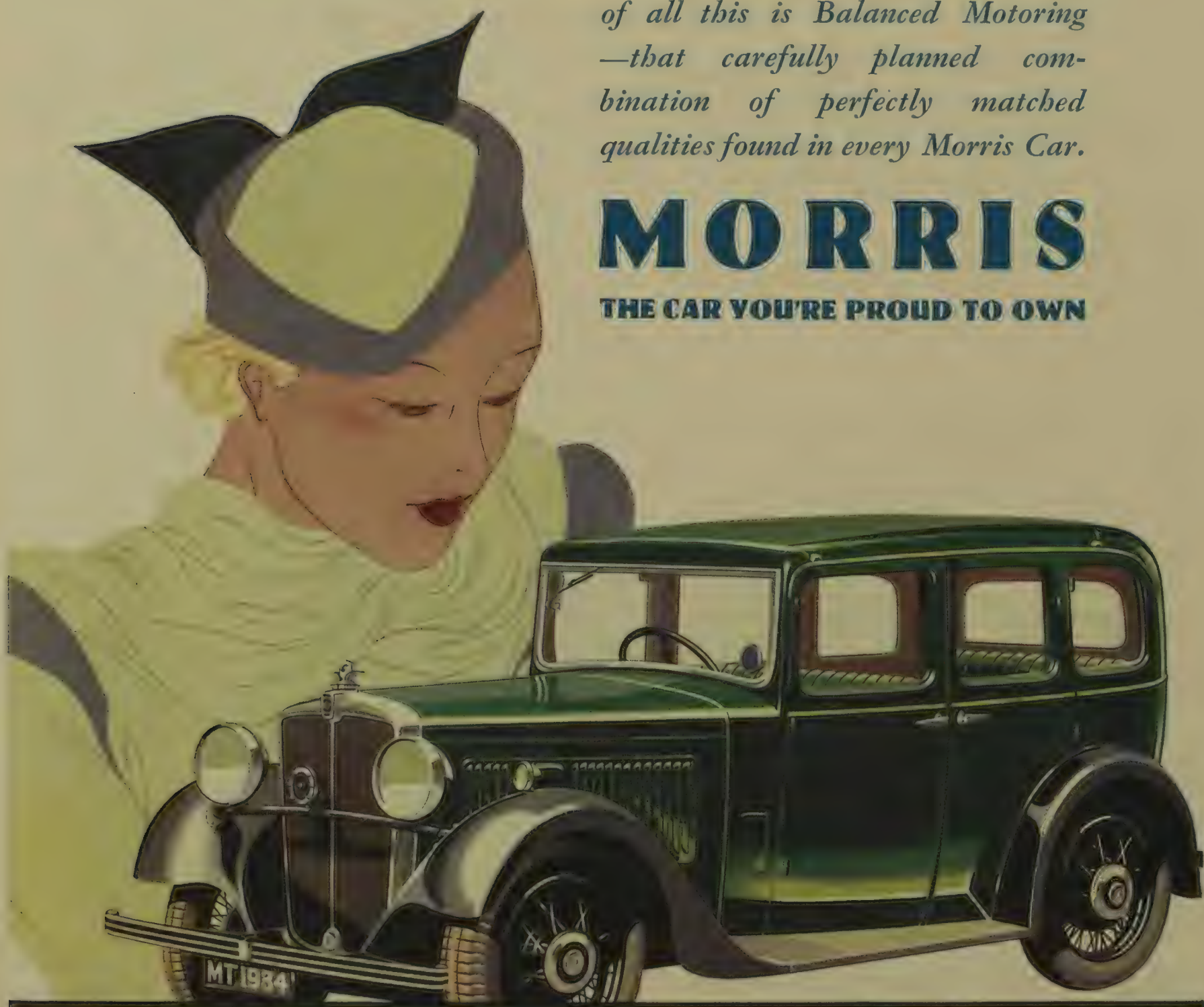
# To-day... as often as not she is the *'man at the wheel'*

To her, for example, the practical driving simplicity of synchromesh gears appeals immensely. They're crisper, cleaner in action, nothing new to be learnt but definitely nicer to handle. That's one of the many charms of Morris cars. Yet no one feature has been 'starred'; none over-developed at the expense of the rest. There's power—but most perfectly controlled; smoothness—but speed with it too; luxury—but never extravagance, *and the secret*

*of all this is Balanced Motoring—that carefully planned combination of perfectly matched qualities found in every Morris Car.*

## MORRIS

THE CAR YOU'RE PROUD TO OWN





# BOOKS OF THE DAY.

THE task of repairing the havoc of an earthquake has unhappily become a subject acutely topical since the disaster in India. Those concerned with it might derive valuable information about the requirements and methods of town-planning in such conditions, by studying the classical example of such work described in a large and lavishly illustrated volume—"THE RECONSTRUCTION OF TOKYO" (published by the Tokyo Municipal Office).

This beautiful book combines qualities which in our own publishing practice are usually kept distinct. It has, in its contents, largely the practical character of an official record, full of statistics and tabulated facts, such as we are accustomed to see clothed in sober garb and devoid of pictorial attractions. At the same time it possesses all the external allurements of the most sumptuous "gift-book"—a decorative binding, delightfully Japanese coloured end-papers, high-class paper and printing, and an immense number of photographs, including several in colour, together with many coloured maps and diagrams, and a large folding map of the new Tokyo loose in a pocket. The reproduction work is consistently excellent. The only thing lacking is an index, while the text, which is in English throughout, is rather freely peppered with mis-spellings and little errors of phrasing or construction, which might easily have been put right by an English reviser. In other respects there can be nothing but praise for the volume in its outward aspect.

On its inward and spiritual side, the book represents a magnificent example of national fortitude and endurance in the face of an overwhelming calamity, and the amazing power of recuperation displayed by the Japanese people. Repressing panic or despair, and with their buoyant optimism—

Still nursing the unconquerable hope,

they set their eyes toward the future with unquenched ardour of patriotic energy. The city authorities, keeping their heads amid scenes of horror and universal desolation, at once took in hand the task of evolving a new order out of chaos, and of rebuilding their city on a still grander scale than before. Thus "the gigantic enterprise of reconstructing the City of Tokyo was successfully accomplished in the comparatively short period of six years and a half."

In the preparation and execution of their plans, the nation's leaders were inspired by the calmness and wisdom of their great Emperor, since succeeded by his son. Nothing, indeed, is more impressive throughout the book than the constant signs of an almost worshipping reverence felt for the Imperial Ruler, and the unquestioning obedience rendered to his decrees. An instance occurs in connection with a seemingly not unnatural idea that the capital—twice destroyed by earthquake in seventy years—should be transferred to a safer spot. Such proposals are dismissed as "absurd," but no attempt is made to argue the question. It was enough that the Emperor had spoken. Concerning his Edict, issued soon after the catastrophe of Sept. 1, 1923, we read: "By this Imperial Message, all the people of the Empire were strongly assured that the position of Tokyo, as the capital and centre of the country, was to remain unshaken and unalterable. . . . This clear expression of the Imperial intention at once allayed the excitement and uneasiness of the agitated populace. . . . The wild talk about transference of the capital now gradually subsided and finally disappeared, like the hoar-frost melting under the irresistible influence of the warm sunshine."

Although, as mentioned above, most of the book is taken up by a detailed record of the reconstruction work in all its bearings, with particulars of damage done in various districts and statistics of casualties, there are also some items of a more personal and dramatic character. Thus, Mr. Nagata, who was Mayor of Tokyo at the time of the disaster, contributes a vivid story of his personal experiences during the upheaval. Another item of a more read-

able type than statistical information is a speech, after the completion of the reconstruction work, delivered in 1930 by a later Mayor, Mr. Horikiri. He draws interesting comparisons with the rebuilding of London after the Great Fire, the reconstruction of Paris under Napoleon III., and the laying-out of new capital cities, Washington and Canberra, on open sites, very different from the mass of wreckage on which Tokyo had to rise, phoenix-like, from its ashes.

That the subsequent fires were even worse than the earthquake itself in their destructive effect, is clearly shown in another interesting chapter consisting of an address by Professor Nakamura. He discusses, among other things, the importance of fireproof and earthquake-proof buildings, the various ways in which fires may break out after earthquake, and the best means of preventing them from spreading. This phase of the subject reminds me of a certain colour print by Hokusai which (as I mentioned in a recent review of Zoe Kincaid's "Tokyo Vignettes") was given me some years ago by a Japanese friend. His description of it reads as follows: "Edo (now Tokyo) skyline, showing the heights of the fire-alarming ladders and Mt. Fuji." The ladders, placed on high platforms among the roofs of houses, point straight up into the air, and at the

top of each is an alarm-bell. They evidently represent the fire-alarm system used in Hokusai's day. For British and other foreign readers of this valuable and historic volume, it is

loss all the world deplores, makes no claim to intimacy, but is a frankly popular and picturesque account of his public career. No author's name is given, but the fact that it has been duly authorised is made clear by the sub-title, which states that in this revised edition have been added two chapters describing the King's tragic death.

In allusion to King Albert's happy domestic life, the author writes: "Marcus Aurelius said: 'Even in a palace life may be led well.' And this the King and Queen of the Belgians proved." The truth of the dictum quoted is unimpaired by the fact that it was not Marcus Aurelius himself who said it, but Matthew Arnold who wrote it about Marcus Aurelius, incidentally using the word "lived" instead of "led." The reconstruction of Belgium after the war was a more extensive task, perhaps, even than the reconstruction of Tokyo, and it elicited a similar patriotic effort. "King Albert and his people," we read, "did not labour in vain. In an incredibly short space of time, a new Belgium began to appear. Indeed, so complete was the transformation that tourists visiting Belgium had difficulty in believing in the extent of the damage which the invader had done."

King Albert was one of the few modern royalties, apparently, of whom personal glimpses are lacking in a delightful autobiography entitled "CROWDED HOURS." Reminiscences of Alice Roosevelt Longworth. With twenty-four illustrations (Scribners; 12s. 6d.). As the daughter of that famous and popular President of the United States, Theodore Roosevelt, and later as the wife of Nicholas Longworth, Speaker of the House of Representatives, the author has had an unsurpassed experience

of American political life on its personal and social side. During her father's Presidency, she became immensely popular in the States, and has been described as "the darling of the American public" in the late 'nineties and 1900's. "My 'publicity value,'" she writes, "was at times, I fear, a trial to the family."

Her own vivid and ebullient personality, full of humour and *joie de vivre*, emerges from every page. She rattles along in short, crisp sentences, without stopping to mention many dates; but in her terse, colloquial, and highly compressed story she manages to pack countless lively impressions of places, people, and events. For Americans, of course, her book will have an irresistible appeal, but British readers also will find it full of charm and fascination. It reminds us that, during the war especially, we had a strong friend in Theodore Roosevelt. She also gives her own lively impressions of England, and makes genial reference to people from this side in America, notably the late Sir Cecil Spring Rice, the British Ambassador, familiarly known in her circle as "Springy."

SCIENTIFIC EXAMINATION OF THE KOTTBUS TREASURE: DR. DOPPELFELD, OF THE STATE MUSEUM OF BERLIN, INSPECTING A GOLDEN ARMLET.

the late Sir Cecil Spring Rice, the British Ambassador, familiarly known in her circle as "Springy."

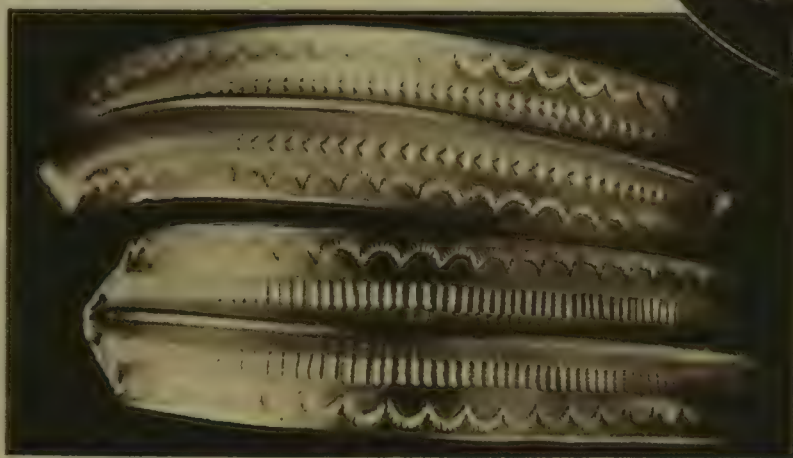
Besides the inner light she casts on political society in the States, Mrs. Longworth has interesting recollections of travel in Europe and the East. When it was decided that she should join the party accompanying Mr. Taft (then U.S. Secretary for War) on his inspection trip to the Philippines, American newspapers came out with such headlines as this: "Alice in Wonderland. How First Maiden of Land Will Travel to Orient." During this voyage they visited Japan (it was about the time when the Russo-Japanese War was ending), and all were invited to lunch with the Emperor. "No people," she writes, "have ever been treated with greater consideration and kindness than we were by the Japanese, not only Mr. Taft and myself, but also the entire party."

Later they went to Peking, and met the famous Dowager-Empress. Of her own conversation with the Empress, the author tells a curious incident. The interpreter had been Chinese Minister in Washington. "Suddenly, as the conversation was going on, the Empress said something in a small, savage voice, whereat he turned quite grey and got down on all fours, his forehead touching the ground." In that attitude he continued to interpret, alternately raising and lowering his head. "When I told Father about it," she continues, "he thought it might have been to show us that this man, whom we accepted as an equal, was to her [the Empress] no more than something to put her foot on. . . . One literally had the feeling that she might at any moment say 'Off with his head!', and that off the head would go." Undoubtedly, Alice was in Wonderland. C. E. B.



A NOTABLE FIND BY A WORKMAN DIGGING NEAR KOTTBUS, IN SOUTHERN BRANDENBURG: A TREASURE OF GOLD RINGS, PROBABLY OF BURGUNDIAN ORIGIN AND DATING FROM THE FOURTH CENTURY—NOW IN THE STATE MUSEUM AT BERLIN.

The correspondent who sends us these photographs notes: "While digging sand near Kottbus, a workman brought to light a gold treasure dating from an early Germanic period of history. It consisted of gold armlets of the fourth century A.D., probably of Burgundian provenance. They are composed of fine gold. This type of armlet is characteristic of the North German area. Such finds as these are rare in the extreme. It is probable that we have here a cache that indicates a votive offering. The treasure has been acquired by the State Museum, Berlin (Staatliche Museum für Vor und Frühgeschichte)."



AN ARMLET OF PARTICULAR BEAUTY; ONE OF THOSE FOUND AT KOTTBUS: A PATTERN CARRIED OUT BY THE EARLY GOLDSMITH WITH SINGULAR PRECISION AND GRACE.

pleasant to find many warm expressions of gratitude for the help that reached Japan from abroad in the hour of her distress. "All the world, indeed, was unanimous," it is declared "in extending to us a helping hand, in a spirit of friendly feeling and humanity."

The effects of seismic disturbance are not unlike those of modern warfare, and even a century ago, when artillery was less efficient than it is now, a poet wrote of—

That world-earthquake, Waterloo.

The land in which it occurred has since experienced far severer shocks of a similar sort caused by human agency. The story of the shameless violation of Belgium, in scorn of treaties, finds its due place in a biography of poignant interest in reference to recent events, and one which is sure of wide appreciation in this country, namely, "ALBERT THE BRAVE: KING OF THE BELGIANS." With twenty photographs and a Coloured Frontispiece (Hutchinson; 6s.). This memoir of a great and beloved King, whose



# The World of the Theatre.

By J. T. GREIN.

## "MAGNOLIA STREET."

"MAGNOLIA STREET" was a powerful book and an engrossing one; it strayed into byways, it was at times terribly loquacious, but it gripped. There vibrated drama in it—not so in the play, which, after many vicissitudes, came to life at the Adelphi in a version by the novelist, Mr. Louis Golding, and Mr. A. R. Rawlinson. They have tried the humanly impossible and they have only partly succeeded. Instead of a well-knit drama they have distilled from the book a mass of crowded scenes and interlarded them with the pathetic romance of Rose Berman and John Cooper, which mostly drifted about in the noisy atmosphere without reaching home and anchorage. The difference is best described as between a lithograph and a painting. The sap of life was wanting in this welter of hue-and-cry, of racial rows, of incidents magnified into mountains. Spectacularly, it was, on the whole, well done, although I have seen scenes in Petticoat Lane twice as lively and thrilling; and one episode—the family mourning after the tidings of the boys having fallen in the war—was the most poignant thing next to Miss Catharina Ferraz's heart-rending, wailing woe and flouting of her sister Rose, colourlessly played by Miss Phyllis Konstam. Miss Ferraz's name should be remembered; here is a temperament racial of the race. In a long cast there were few opportunities to excel. Most of them were little thumbnail sketches which no sooner came to life than they were ended. Many did their best with their fragments—thus Mr. Frank Pettingell, Miss Joan Pereira, Mr. Alexander Sarnier, Mr. Hector Abbas, especially Miss Dorothy Bouchier, flamboyant and striking. It will be interesting to watch whether "Magnolia Street" will link up East and West in joined interest. For Mr. Cochran's sake, for the sake of the enormous cast, I fondly hope so. Whether the play was worth this enormous effort is another question.

## PAGEANTRY, PERSONALITY, AND THE PLAY.

Pageantry alone in the theatre is not sufficient to command the interest or hold the attention of an audience, and not all the devices of the producer or the resources of the stage can of themselves make pure spectacle satisfying throughout an evening. Something more must be added to give the pictures significance or to make the scenes live. The movement of the stage must be something more than the craft of settings and grouping or the animation of crowds, for these alone, though they have their effects, appeal only to the eye. Something there must be to quicken an emotion, to strike beyond the picture and beyond the costume so that the imagination is fired and the illusion created. To be merely onlookers evokes no response except surprise, and surprise too often repeated loses its impact. Without surprise there is nothing but

tedium. Now, in "The Golden Toy" we have surprise continually, a continuous and ever-shifting panorama, pictorially enchanting in its cleverly contrasted effects, its subtle use of lighting, its feasts of colour and its frenzied movement, but an enchantment that fades as the show goes on—a surprise that fails in the revolving kaleidoscope, and not all the equipment of the Coliseum stage or the ingenuities of Dr. Ludwig Berger can keep it fresh. We tire of the toy because it is so mechanically perfect. The reason is not far to see. It is because the dominating appeal in this spectacular scheme of things is pageantry.

amid such a kaleidoscope of stage scenes. Mr. Wilfrid Lawson manages, in the rôle of the sinister ruffian, to force something of his villainy upon us; while Miss Nellie Wallace and Mr. Lupino Lane demonstrate that clowning at least shall not be subdued; and Mr. Thesiger strikes grotesquely a personal note as the mysterious priest that we cannot ignore. But all the while the whirligig and hullabaloo goes on, with its priests, its dancers, its soldiers, its tumblers, its seething energy of animation. Charm there is, but so evanescent; romance too, but in this surplus of pageantry it exchanges poetry for costume and glamour for stage-craft.

At the Saville Mr. George Robey kicks spectacle on one side when he takes the stage. He has not to battle with a peripatetic background nor yet to capture the delicate gossamer of a fairy-story. He moves amid genial crooks who get opportunities to sing and dance, and his story is as prosaic as a brewery. There are pictures for the eye to delight in, as at the opening, where the Atlantic liner is moored by the quay. There is animation not only in the plots and counterplots of the gangsters, but in the wholly enjoyable dancing of the chorus. But they never overwhelm; instead they supply a background which gives Mr. Robey all the scope he wants—and we wish he wanted more. His is the triumph of personality as well as superb artistry. It all may be ridiculous and foolery, but it is good to have such nonsense. We are not mere spectators when he is at his antics. He takes us into his confidence and the big theatre gets the intimacy of a tête-à-tête. See how he



"THE EMPEROR JONES" SITTING IN STATE: PAUL ROBESON IN THE NAME-PART OF THE NEW UNITED ARTISTS FILM, ADAPTED FROM THE STAGE PLAY BY EUGENE O'NEILL.

"The Emperor Jones," adapted for the screen from Eugene O'Neill's stage play of the same name, will begin its run at the Marble Arch Pavilion next Monday, March 19. Paul Robeson is taking the name-part, as he did during the run of the play in London. "The Illustrated London News" is soon to reproduce in colours a magnificent painting of Henry Christophe, the historical character who inspired the creation of "The Emperor Jones."



PAUL ROBESON AS THE EMPEROR JONES: A CHARACTER WHOSE PROTOTYPE WAS HENRY CHRISTOPHE, THE BLACK KING OF HAITI, THE ONLY KNOWN PAINTING OF WHOM "THE ILLUSTRATED LONDON NEWS" IS SOON TO PUBLISH IN COLOURS.

True, the sequence of pictures is knit together by a fairy-tale—a charming and delicate tale of Eastern passion, a simple tale both moving and beautiful; but here the tale is almost lost amid its illustrations. So overwhelming are these pictorial tableaux—interiors, exteriors, forests, hanging gardens, sunlight and moonlight, native dances, street scenes—that hero and heroine and all their companions are dwarfed in a riot of multitudinous effects. They try to bring the romance to life, but the odds are spectacularly against them. Though Schumann provides a musical accompaniment, it can do nothing for the players who are there not to sing, but to act. Miss Peggy Ashcroft lends

a charm and elfish grace to the girl's adventure, but dramatic opportunities are wasted by her. The slender fairy-tale is crushed under a revolving stage. Mr. Ion Swinley gives the hero the dash of chivalry and the glitter of romantic wooing; but glitter cannot grow into glamour

changes his walking-stick from the left hand to the right. It is supremely funny and absolute nonsense, yet who else could evoke such spontaneous laughter with such a gesture? See him intervene in a game of whist and, unconsciously, we too are peeping over the shoulder. His chatter wanders on, trembling on a perilous edge, and when somebody chuckles his accusing finger points, "You're going ahead of me!" he cries, and the chuckle grows into a roar. It may not be polite, but it is healthy, and the magnetism of his personality makes every moment a joy.

At the Ambassadors we add the vigour of Mr. Robey's humour to the text, for "The Country Store" of Wycherley is not for the squeamish. Yet this Restoration license is redeemed by its glowing style, its frankness and fitness of expression and its abundant wit. Mr. Sydney Carroll is to be congratulated on this revival. There is nothing offensive, nothing of the snigger that is half-ashamed of itself. And what a music there is in this prose; what a *flair* in the expression; what a bold, clear, unvarnished outline in the characterisation! This demands acting and rests on the actor. The settings support with picturesque period effects, but it is not our eyes only that feast. It is our ears, and the mischief of the brilliant lines has the sparkle of roystering humour. Miss Agnes Lauchlan as Lady Fidget is full of sting and radiates life. Mr. Balfour Holloway as the infamous Horner, by the ease and surety of his acting makes the most indecorous phrases genially amusing. There is a pretty gaiety in Miss Leslie Wareing's Mrs. Pinchwife, and a rare dash decorates Mr. John Laurie's fop; while Miss Margaretta Scott invests the one wholly innocent figure, Althea, with both beauty and interest. This does not exhaust the characters nor praise all the excellent company as they deserve. My point here is to stress the comedy, the play's vitality, in spite of the passage of centuries or the censures of the moralists; to emphasise the fact that, despite its sometimes ugly and coarse expressions and its old-fashioned shape, it is alive because of its wit, its phrasing, and its vigorous attack.



# OUR AMATEUR POLITICIANS: A FIFTH BLAMPIED SERIES.

DRAWINGS SPECIALLY MADE FOR "THE ILLUSTRATED LONDON NEWS" BY EDMUND BLAMPIED.



A LADY SPEAKER: SHE'S A BRISTLING BROADSIDE—UN VRAI GRAND TONNERRE.



CANVASSING: "IF INDIA'S PINK ON THE ATLAS, THAT MEANS IT STILL BELONGS TO US, DON'T IT, SIR?"

We have already given our readers four series of drawings by that eminent modern artist, Edmund Blampied. These were entitled "The English Daumier Looks on Life"; "Leaves from Life"; "British Children."; and "The Countryside." On

this page are seen the third and fourth drawings in our new series, which deals with politics and amateur politicians in a spirit of friendly satire. The cocksure exponent and the pertinacious questioner are the subjects of this week's drawings.



# OLD STONE AGE ART REVEALED IN SIBERIA: PALAEOOLITHIC

PHOTOGRAPHS NOS. 1 TO 5 AND 9 TO 13, AND DESCRIPTIVE ARTICLE, SUPPLIED BY DR. ALFRED SALMONY. NOS. 6, 7, AND 8 SUPPLIED



FIGS. 1-5. STATUETTES OF WOMEN FROM THE SITE OF A PALAEOOLITHIC SETTLEMENT IN SIBERIA: FIGURES AKIN TO THE "VENUS OF WILLENDORF" TYPE (FIGS. 6, 7, AND 8) AND HELD TO DATE THE FINDS TO THE AURIGNACIAN PERIOD. (ALL ACTUAL SIZE.)

"IN 1928," writes Dr. Alfred Salmons, "a peasant discovered in the vicinity of the village of Malta, about 60 kilometres (37½ miles) west of Irkutsk, a Palaeolithic settlement. It was excavated by the prehistorian, M. Gerassimov. The chief finds were made in the summer of 1929, and the objects were taken to the Museum of Irkutsk. The following year it was proved that the site was exhausted. Many artifacts dug up at Malta are made of mammoth teeth. A certain type prevails which is well known from European pre-history, a nude woman type named "The Venus of Willendorf," after a steatopygous example (Figs. 7 and 8) found at Willendorf, in Lower Austria, by the late

Dr. Josef Bayer. By means of these statuettes (Figs. 1 to 5) the whole group of finds can be dated. They belong to the Aurignacian period, the first art-creative epoch of the Palaeolithic Age. In European finds of the same period, statuettes also occur which are either normally proportioned or abnormally slender. These are represented in Siberia by several examples (e.g., Figs. 9, 10, and 11). The statuettes of Malta are surprising not only in the variety of their representation, but because they were discovered at a spot not hitherto counted amongst centres of prehistoric culture. There are also animal sculptures amongst these Siberian finds which have no parallel among contemporary European discoveries. These

(Continued below)

FIG. 6. "VENUS II," A STATUETTE IN MAMMOTH IVORY FOUND BY THE LATE DR. BAYER AT WILLENDORF, AUSTRIA, WHERE HE HAD FOUND "VENUS I." (FIGS. 7 AND 8): A TYPE AKIN TO THE SIBERIAN FIGURES. (HALF ACTUAL SIZE.)



FIG. 15. A DECORATED OBJECT OF THE TYPE KNOWN AS A "STAFF OF OFFICE": A SIBERIAN PALAEOOLITHIC FIND AKIN TO SIMILAR ARTIFACTS FROM PREHISTORIC SITES IN THE WEST. (SHOWN IN ITS ACTUAL SIZE.)

include figures of birds, which, in the European Aurignacian Age, are only found in painting. One example, which cannot be zoologically classified (Fig. 14), is in a good state of preservation. Five others (Figs. 16 and 19) seem to have been flattened out. These latter probably represent wild geese in flight, and are extremely well done. The most significant works of art from Malta include two flat plaques with engraved designs. On one is a mammoth, an animal abundant in that period, and on the other quite a new form of representation (Figs. 17 and 18), with both sides of the plaques decorated. One side bears a design of simple and S-shape double spirals; while on the other side are three snakes, moving in typical zigzag lines, their heads broadened

out-like shields. A fragment of uncertain outline bears serpentine designs in sunken dots (Fig. 13). Gerassimov was able to reconstruct an entire necklace (Fig. 12). A so-called staff of office (Fig. 15) resembles similar objects found in the West. The contents of the Siberian settlement caused great astonishment owing to the variety of forms. Many of the designs, as, for instance, the spirals on the plaque, are in Europe only found in the Later Stone Age, in the Magdalenian period. But that these Siberian finds date from the Aurignacian Age there can be no doubt, owing to the stone weapons and female statuettes. The vicinity of Lake Baikal now takes its place, thanks to Gerassimov's researches, among the sites of prehistoric culture, hitherto only found north of the Mediterranean. The richness of Aurignacian art at Malta can only be explained by tribal migrations. Whether these were from west to east, or the other way about, further investigation must decide."



FIG. 16. SIBERIAN PALAEOOLITHIC BIRD SCULPTURE (CARVED IN MAMMOTH IVORY)—A FORM OF NATURE DESIGN ONLY FOUND AS PAINTINGS IN THE AURIGNACIAN ART OF EUROPE: EXAMPLES FLATTENED, UNLIKE FIG. 14. (ACTUAL SIZE.)



FIG. 17. "QUITE A NEW FORM" IN THE ART OF THE OLD STONE AGE: ONE SIDE OF A PERFORATED PLAQUE (DECORATED ON BOTH SIDES) BEARING SPIRAL DESIGNS IN SUNKEN DOTS, FOUND ON THE PALAEOOLITHIC SITE IN SIBERIA; AND THE OTHER SIDE OF WHICH HAS A SNAKE PATTERN, AS SHOWN IN THE ADJOINING ILLUSTRATION TO THE RIGHT. (ACTUAL SIZE.)

# WORK DATED AURIGNACIAN BY "WILLENDORF VENUS" TYPES.

BY THE LATE DR. JOSEF BAYER, FORMERLY DIRECTOR, ANTHROPOLOGICAL AND PREHISTORICAL DEPARTMENT, STATE MUSEUM, VIENNA.



FIGS. 7 AND 8. THE FAMOUS PREHISTORIC STATUETTE, IN OLITHIC LIMESTONE, CALLED "THE VENUS OF WILLENDORF" ("VENUS I"), FOUND IN 1908 BY THE LATE DR. JOSEF BAYER: A STEATOPYGOUS TYPE CONTRASTING WITH THE SLENDER SIBERIAN FORMS IN FIGS. 1 TO 5 (HALF ACTUAL SIZE.)



FIG. 12. A NECKLACE RECONSTRUCTED BY M. GERASSIMOV FROM SMALL MAMMOTH IVORY DISCS AND A TERMINAL PENDANT; FIG. 13 (UPPER INSET), A FRAGMENT WITH DOTS IN SERPENTINE PATTERN; FIG. 14 (LOWER INSET), A FIGURE OF A BIRD. (ALL ACTUAL SIZE.)

FIG. 9 (ABOVE). A SIBERIAN STATUETTE 9.3 CM. HIGH; FIGS. 10 AND 11 (THE TWO TO RIGHT), FRONT AND BACK VIEWS OF ANOTHER SIBERIAN STATUETTE 13.5 CM. HIGH. (ALL SHOWN IN THEIR ACTUAL SIZES.)



FIG. 18. THE REVERSE SIDE OF THE PLAQUE SEEN IN FIG. 17 (THE ADJOINING ILLUSTRATION TO THE LEFT): A DESIGN SHOWING THREE SNAKES, WITH BROAD SHIELD-LIKE HEADS, MOVING IN TYPICAL SINUOUS ZIGZAG FASHION—AN OBJECT OF GREAT INTEREST AS REVEALING A HITHERTO UNKNOWN ART FORM OF THE PALAEOOLITHIC AGE. (HERE REPRESENTED IN ITS ACTUAL SIZE.)



FIG. 19. FURTHER SPECIMENS OF THE PALAEOOLITHIC BIRD SCULPTURE, IN MAMMOTH IVORY, ILLUSTRATED IN FIG. 16: FLATTENED FIGURES CONTRASTING WITH A WELL-PRESERVED EXAMPLE—FIG. 14. (ACTUAL SIZE.)



## A PAGE FOR COLLECTORS. MADE IN CHINA.

By FRANK DAVIS.

Leave this a moment and look at the two very jolly little roundels of Fig. 2. These are far more obviously Chinese: colour, of course, I am unable to reproduce, but a close inspection reveals very definitely almond-shaped eyes, especially in the figures

"My picture of 'The Death of Wat Tyler' was painted in the year 1786 for my friend and patron Alderman Boydell, who did more for the advancement of the arts in England than the whole mass of nobility put together. He paid me more nobly than any other

A CASUAL glance at all but one of these illustrations will make people imagine that the title of this article has wandered in from another page. What, for example, more English than Shakespeare; what more Georgian than the Rev. William Peters, LL.B., of Exeter College, Oxford, and pupil of the great Sir Joshua; who more typical of his times than Alderman Boydell, the publisher, who was Lord Mayor of London, was toasted at the Royal Academy dinner in 1789 as "The Commercial Mæcenas of England," and was to be seen almost any morning at 5 a.m. at the pump in Ironmonger Lane, with his wig perched on the ball at the top while the water flowed over his shiny head?

Unless one has a particular interest in glass-pictures, it would hardly occur to any man to suggest that these were made in China. I have to thank Mr. A. S. Vernay for pointing out the obvious to me—obvious, that is, when one is confronted with the originals, but, because a good deal depends upon colouring, not so easy to demonstrate by means of a photograph.

The particular soft blue and rose of a Chinese glass-picture is unmistakable; so also is the Chinese treatment of foliage, while as often as not the eyes are given just that extra slant which surely, in the minds of the makers, distinguished civilised man from the barbarians. At first sight, with a Chinese origin in mind, one is inclined to jump at the theory that the little boats on the Thames seen through the window (Fig. 1) have been deliberately changed by the Chinese glass-painter from a more obviously



2. TWO GLASS-PAINTINGS OF EUROPEAN SUBJECTS, BUT NONE THE LESS CHINESE IN EXECUTION—THE ORIENTAL CRAFTSMAN, IN THE CASE OF THAT ON THE LEFT, BETRAYING HIMSELF IN THE SLIGHTLY ALMOND-SHAPED EYES AND THE CURIOUS PERSPECTIVE.

of the man, woman, and child. Add to this a gilt frame of a Chinese wood, and Chinese marks on the back, and the case requires no further argument. If you are still doubtful about Fig. 1, the frame is also Chinese, which surely clinches the matter.

For purposes of comparison I illustrate a native Chinese glass-picture (Fig. 3) in a lacquer frame—in all three cases the reader is requested to use his imagination and visualise in his mind's eye the mingled softness and brilliance of the old colours painted on the back of old glass. There were two processes, one direct on to the glass, the other from a print—the latter the English method which I hope to describe in more detail on a later occasion. At the moment it is impossible to resist using Fig. 1 as an excuse for a word about that forgotten and extraordinary character, Boydell, who loomed very large indeed in the art world of the end of the eighteenth century.

He was an astute business man who saw his opportunity as early as 1761, when he published a print by Woollett after Richard Wilson's "Niobe." Each print was sold for 5s., and Boydell made £2000 profit. He did more: with this as a beginning, he built up an enormous export trade for English prints and made a handsome fortune for himself. In 1786 he commenced his Shakespeare Gallery enterprise in Pall Mall, employed nearly all the best artists and engravers of the day, and is said to have spent as much as £350,000. I have already referred to the Academy Banquet of 1789, at which no less a person than Edmund Burke made the speech in his honour, and he was Lord Mayor in the following year. In the British Museum copy of his Shakespeare Collection of 1790 is preserved a note: "The only book that had the honour of making a Lord Mayor of London." The French Revolution ruined him by stopping the export trade, and he died in 1804 a poor man. After his death the contents of the Shakespeare Gallery were disposed of by lottery: the winner was either Tassie, the gem-modeller (the subject of an article on this page about a year ago), or Tassie's nephew (authorities differ on this point), who sold all the pictures at Christie's for £6157.

Whatever opinion one may hold as to his knowledge or taste, there is no doubt of the respect in which he was held by his contemporaries. There is plenty of evidence as to his good repute: one quotation will suffice, from the pen of the not-always-very-generous James Northcote, R.A., who wrote in 1821:

person has done; and his memory I shall ever hold in reverence." Boydell presented "The Death of Wat Tyler" to the Corporation of the City of London; it is a thoroughly bad, banal, and theatrical picture, and you may still see it at the Guildhall. The City was only saved from a series of equal calamities by the good sense of Sir Joshua Reynolds. Northcote suggested to Boydell that each Lord Mayor should signalise his term of office by presenting, not a portrait, but an enormous historical painting; Reynolds tactfully but firmly poured cold water on the scheme. Northcote never quite forgave "his revered friend and master," but posterity has been saved several square miles of dreary paint. No one looks at Boydell's Shakespeare to-day; there is no longer a pump at the corner of Ironmonger Lane; and the mezzotints from the paintings by Peters, Northcote, and the rest are worth a good deal less than 5s. each. But here is a transcription of one at least which went half-way round the world and back again in an East Indiaman, and was metamorphosed into something new and strange. It hangs with a companion in a London mansion built by Adam, and I for one can't look at it without thinking of an ex-Lord Mayor taking off his wig and putting his head under a pump.



1. A GLASS-PAINTING WITH A SHAKESPEAREAN SUBJECT WHICH CIRCUMSTANTIAL EVIDENCE SHOWS TO HAVE BEEN CARRIED OUT IN CHINA: FALSTAFF IN THE BASKET AND THE MERRY WIVES OF WINDSOR; COPIED FROM A PRINT BY SIMON AFTER THE REV. WILLIAM PETERS.

This picture formed one of the "Shakespeare Collection" of prints issued by John Boydell, a print publisher of considerable importance in England at the end of the eighteenth century. He made a handsome fortune out of the publication of prints—large numbers of which were exported.

Reproductions by Courtesy of A. S. Vernay, Esq.

English type; but the original print by Simon after Peters shows just these boats with a single sail. The original mezzotint also shows, rather faintly, an outline of what is presumably Windsor Castle: this feature is not repeated in the glass-picture, the landscape of which is far more Chinese, if one can use the word in this rather vague way, than anything Peters could imagine.



3. FOR COMPARISON WITH THE CHINESE COPIES OF WESTERN ORIGINALS SEEN ILLUSTRATED ON THIS PAGE: A PURELY CHINESE GLASS-PICTURE.



# MONTE CARLO



● "To frisk a little with lighter footsteps and bounding heart along the flowery ways of attuned gaiety is to sip the finest elixir of life. It was at Monte Carlo that I, with a few million others, first realised that."—E. PHILLIPS OPPENHEIM.

YOU COULD BE THERE  
TOMORROW,  
and stay at a good hotel  
from ten shillings a day.



# Of Interest to Women.

THE ILLUSTRATED LONDON NEWS

March 17, 1934—420

## The Spring Silhouette.

A FEW weeks ago the advance guard of the spring fashions arrived, and in their exaggerated forms were somewhat alarming; they have now been toned down and they really are charming. The bustles, the fins, and projectile draperies have been softened; hence they are wearable. This ever happens at the beginning of the seasons. Fundamentally, the silhouette remains the same, trimmings play a prominent rôle, much attention is focused on the backs, trains are introduced in unexpected places, and there are signs on the horizon that, in the near future, those of the Watteau persuasion may come into their own. There are pleats and panels arranged in strange places, while much discussion has arisen over the flounce of a contrasting material. For instance, a lace dress of the Princess character would have a full flounce of muslin. Some of the skirts are very tight. The shoulder-wrap is playing an important part; all monotony is banished in materials and designs.

## The Return of the Blouse.

THE classic tailor-made is very neat and is frequently accompanied by lingerie touches. Ensembles consist of skirts, blouses, and coats, the last-mentioned seven-eighths length. The blouse in fancy fabrics has returned to favour. There is the heavy satin affair with draped collar that tightly encircles the column of the throat. Plaid silk ones that terminate at the waist with puff sleeves are well-nigh ubiquitous; in some instances they are reinforced with long sleeves. Muslin blouses, plain and pin-spotted, trimmed with tiny frills edged with Valenciennes lace, are in the limelight. The Russian tunics are accessories that must be considered; for day-time wear they are made in wool, and for evening in lamés and silks. Some eight or nine inches of the skirts are permitted to appear beneath them.

## Along the Airways Route.

THERE are many women living in what in years gone by was considered off the beaten track. The Imperial Airways is now their connecting-link; hence they are able to shop at home, as, in the

true sense of the word, fashions fly to them. The frocks and accessories that from time to time will be seen on this page will be of such a character that they can be easily transplanted by air mail. On application, the shops will give full details regarding Customs and costs of delivery. Harrods, of Knightsbridge, are responsible for the models portrayed. The model on the right is 6½ guineas. It is expressed in black marocain, the vest and sleeves being of parchment tinted lace. If it were desired to vary the aspect of the dress it would be quite a simple matter to change the lace.

## The Charm of Lace.

NO well-dressed woman considers her wardrobe complete unless it contains at least one lace frock. Therefore Harrods have contributed to this page the ensemble on the left, of which one may become the possessor for 10½ guineas. The coat, outlined with a stitched ruche, is innocent of sleeves, the bow which rests lightly on the corsage of the frock being edged with fur. Then there are other ensembles, in which lace and chiffon share honours, for 5½ guineas. Instead of the coat there is a particularly becoming cape effect. By the way, this firm is making a feature of worsted linen sports suits: the skirts are cut on trousered lines.

## Hats of Ciré Linen.

AND at Liberty's, Regent Street, there are some altogether charming garden hats for 7s. 6d. and 10s. 6d. They are adaptable; hence they will suit practically every face. Furthermore, there is an infinite variety of felt hats for a guinea, and of course there is a collection of models in which the latest commands of fashion are represented. Two of a non-committal character are reproduced on this page. The one in the centre is of black ciré linen reinforced with an abbreviated veil, which has a decidedly softening effect. The other model is of navy-blue straw, pin-tucking being introduced in the cleverest manner possible. It is 49s. 6d.



*Simplicity is the characteristic feature of this becoming frock from Harrods, Knightsbridge. It is of black marocain, the simulated bolero effect being very helpful to the figure. The lace vest and sleeves may be varied to suit the wearer, which is an immense advantage.*



*A study in contrasts are these hats from Liberty's, Regent Street. The one on the left, which fits the head snugly, is of ciré linen and is reinforced with an abbreviated veil; the model seen below is of straw relieved with pin-tucking. A veil is introduced.*



*There are an infinite variety of occasions when this ensemble on the left from Harrods may appropriately be worn: the sleeveless coat is outlined with stitched ruches, and the bow on the corsage is trimmed with dark fur.*



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Check Coat and Skirt in featherweight Saxony Suiting. Glenurquhart design. Coat double-breasted, skirt pleats back and front. Colours: green/brown, fawn/red and grey/blue. **7½ Gns.**

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Polished Crocodile Leather, with Enamel on Sterling Silver-gilt fittings. Full brush set and six toilet bottles. Blue or Green enamel—other colours to order. Size 20 ins. x 12½ ins. x 7 ins.

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Dressing Cases,  
Ground Floor.

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DRESSING CASE

Morocco Leather, closed with Zipp fastener. In a variety of colours, lined Moiré Rayon and fitted centre sponge pocket.

Enamel Hair Brush, Cloth Brush, Mirror, four Enamel-topped Bottles, small Leather Jewel Box, Comb and Manicure Fittings. Enamel in Dark Blue, or Green. Size of case, 13 ins. x 8 ins. x 3 ins.

6½ Gns.



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# MOTORING IN SPRING.

By H. THORNTON RUTTER.

SPRING, with its blossom and cloud and "its wistful ecstasy of saplings," to quote the late John Galsworthy, is an ideal season for the motorist. Each wood and field, roadside and bypath, is full of freshness; new green shoots peeping here, there, and everywhere. So one feels one must explore new places in the new car. Exploration trips, also, are the best kind of runs in cars which have only just left the factory, and, judging by official returns issued by the Ministry of Transport, England will have a large number of newly registered cars on her highways this spring-time.

The reason why owners should take such cars on voyages of discovery is that no one can discover

Heath, "a miniature New Forest, but few trees," gorse, bracken, and heather taking their place. *Via* the Purbecks, the road drops down towards the sea to the old five-arched "Wollebrigge" and to Woolbridge House. This old Jacobean dwelling-place is the manor of the D'Urbervilles of Hardy's "Tess." The R.A.C. Rally finishes with a coach-work parade for prizes to-day (March 17), so Bournemouth will see a wonderful display of the newest models and latest types of bodywork.

Of course, all these cars are well run-in before they start in this competition. It is no joke to have to cover 1000 miles round England and a bit of Scotland in 45½ hours, which is the average allowed for the baby cars—and there is less time allowed for the two larger-engined classes. Also, the 8-h.p. car drivers have to include such sleep and rest as they can get, refreshment, and refilling of petrol tanks in this set time; so actually the running time is a much higher average speed—more like 35 m.p.h. than 25 m.p.h.

Among the novelty cars in this Rally is a red sports two-seater 8-h.p. Ford with twin-carburettors, independently sprung front wheels, and a hotted-up engine which permits a maximum of about 70 m.p.h. on the flat. Its easy cruising speed is 50 m.p.h., if the road and traffic conditions permit. I mention this instance to indicate that these small cars can travel as fast as the large



A POPULAR CAR SEEN IN A BEAUTIFUL KENTISH SETTING: THE AUSTIN LIGHT TWELVE-SIX "ASCOT" SALOON.

This model can be had either with a 13.9 h.p. or a 15.9 h.p. engine, at the same price—namely, £235.



A DELIGHTFUL WAY IN WHICH TO ENJOY SPRING SIGHT-SEEING: ONE OF THE NEW MORRIS "TEN-SIXES" OUTSIDE SHAKESPEARE'S BIRTHPLACE IN STRATFORD-ON-AVON.

The new Morris "Ten-Sixes," it is claimed, combine the additional comfort afforded by a six-cylinder model, including abundant room for four grown-ups, with very low running costs. They have the synchro-mesh twin-top four-speed gear-box now fitted on all Morris models.

very much in the way of scenery, curious cottages, or rustic beauties if travelling very fast. And gentle paces suit a new car all factory-stiff in its mechanical joints, which require mild treatment to work off their natural roughness. Even old cars which have been "laid up" in the garage for some months are apt to jib a bit if driven too hard after a winter's rest. The oil has to be worked gently into its "bones," as a liniment is rubbed on a sprain of the human joint. Also, most engines require a running-in mixture (usually graphite) added to the ordinary lubricant of the sump—especially new motors—when they have not been used in service for some time.

The great idea of these spring motoring tours is to have a definite goal of direction, but no fixed determination as to the distance to be covered. In fact, adopt "Time is made for slaves" as your motto and never hurry. A friend of mine who lives some thirty miles from London usually takes his spring trip to the Boat Race. He has one of the new Rileys and belongs to the Riley Motor Club. This organisation has fixed up accommodation for its members to rally at this Thames event at Harrods, where parking accommodation is provided, and the occupants of the cars can see the Boat Race near Hammersmith Bridge. Afternoon tea is served, and so the event is a picnic, as well as a run with a "porpoise," to quote "Alice in Wonderland."

London motorists, by the way, seem to find Lulworth Cove, on the Dorset coast, a most attractive place to visit. That is not surprising, as the Purbeck Ridge in its vicinity gives a widespread view of the coast and countryside most pleasing to the eye. As the R.A.C. Rally at Bournemouth will bring 400 cars into that district, no doubt many visitors from all parts of Great Britain will take a run to this quiet haven, as they are in the neighbourhood. To get the best view, one should approach Lulworth Cove by the Purbecks.

According to my friend Mr. H. C. Lafone, of the Autocar, many motorists come there by way of Wool



A CAR PARTICULARLY WELL ADAPTED TO THE TASTES OF THE LADY DRIVER: A HILLMAN "MINX" CLUB SALOON—AN ATTRACTIVE "SEMI-SPORTING" MODEL.

ones on English roads, as they have high acceleration, and therefore can take this advantage to use their pace when opportunity occurs. Consequently, the scheduled speed average for the Rally is easily maintained. But it is not good for a new car to be pushed as hard as these Rally cars will be to maintain their required average pace.

I write these lines before any official results of the R.A.C. Rally can be issued, but, as the 10-h.p. Crossley made an excellent showing on its road journey, keeping well to schedule—as did many others—it is

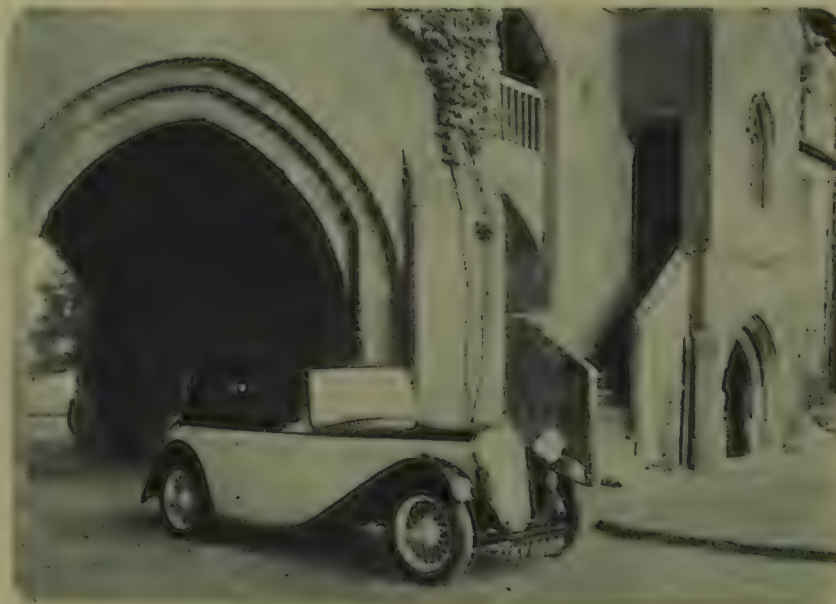
merely to avoid possible confusion that I mention that Crossley Motors, Ltd., are in no way connected with the firm of Willys-Overland-Crossley, Ltd., now in voluntary liquidation. Neither Crossley Motors, Ltd., nor Crossley Brothers, Ltd., well-known Manchester concerns, have anything to do with that business, which was organised some years ago to sell the American car, the Willys-Overland. The latter bought from Crossley Motors, Ltd., its war-time aircraft factory at Heaton Chapel; hence, perhaps, some slight confusion of the two firms.

Having set this right, I return to spring motoring, with its restful runs. Only recently I saw an account of 20,000 miles in eighty days. Oh, dear! that cannot be restful, for pleasurable trips can seldom be done in such a bustle. That might be possible in the days of long daylight hours and warm sunshine, but it seems much too long a trip for spring.

The larger the car the more comfortable the travelling, has been an axiom with most motorists. It still holds good, and I for one would much prefer 200 miles on an Austin "Twenty" than on the famous "Seven," wonderful as that "Baby" Austin is. My advice to all about to buy a car is: buy one as big as you can afford. The extra cash you may pay is well returned in silky comfort in the riding qualities of the car. That advice also raises the question of how far can be travelled comfortably in a day? That depends largely upon length of wheelbase, width of wheel-track, form of springs, and power of the engine; besides suitable upholstery. As a rule, one may say the long car rides more smoothly than the shorter one. Therefore there is less fatigue to the occupants.

Another factor is the pace. A large car running well within its engine-power travels as smoothly at 50 m.p.h. as small cars do at 30 m.p.h. Therefore it is possible to cover a longer distance without causing tiredness to the passengers and driver. But, as far as my own experience is concerned, I find that about 100 miles is quite far enough for a spring run, without hustling at

(Continued overleaf.)



ENTERING A GATEWAY OF HISTORY!—A TRIUMPH "GLORIA" SIX SALOON IN THE GROUNDS OF STONELEIGH ABBEY.





*Austin*

MOTOR COMPANY LTD.

OFFICIALLY RECOMMEND

WAKEFIELD  
*Castrol*  
MOTOR OIL



(Continued.)

any period of the trip. Inside that distance, one has ample time to see places and return home at a reasonable hour of the day. Too many folk treat their cars as though they were railway trains or express omnibuses; simply rushing from one place to another and seeing little or nothing of the beauties and interesting objects in between the starting and

foot-rests in the rear compartment being independent of each other and movable, so that the short-legged, long-bodied passenger can be fixed up as comfortably as the long-legged, short-bodied one. On any journey one wants to be able to place one's feet on a sloping rest that is close enough to the seat to enable one to push back to the squabs should the car bounce

a bit over a rough road. Otherwise the body is apt to slip forward too far to be comfortable. Similarly, every passenger should have a separate rug to wrap round the legs, for one rug spread over the laps of the two passengers seldom keeps in its place for more than a few minutes. That results in constant fidgeting and rearranging all day long; a most annoying proceeding.

Fortunately, our 1934 cars are provided with seat adjustments, so that far greater comfort than was given a few years ago is now possible. Another improvement is in the warming and ventilation of the closed carriage. The new Vauxhalls are excellent

items, but we have very cold days and nights even in the summer equinox in this country of perpetually changing climatic conditions. I saw recently a very nice Humber saloon fitted with heating equipment that could be regulated to a nicety to suit the wishes of the occupants. Its owner told me that it worked excellently without any trouble, and the extra comfort it gave was well worth its small cost to fit.

Drivers always have their own views as to the items which provide them with antidotes for getting tired. Ever since Armstrong-Siddeley cars set the fashion for effortless gear-changing, the pilot of a modern car has been given an easy-to-change gear system on the new models. Consequently, this must have been a relief to the nerves of a large number of drivers who were never too happy when they had to change the gear-box ratio either up or down—and especially down. To-day that item is so simple to manipulate that all fear of handling the gear-change lever has gone; and with it a source of fatigue to the driver.

A point that purchasers of new cars they intend to drive themselves should look for is lightness in the steering mechanism. A car which is heavy to steer is a great cause of fatigue in the driver. Fortunately, this fault is seldom met with in the latest types. The new Hillman cars, for instance, are good examples of those which are easy to handle with light steering. Consequently, the driver can carry on for a longer period without a rest or halt.

Good castor action is also very helpful to save the driver muscular effort in steering a carriage. That is a virtue Rolls-Royce have always had, combined with wonderfully efficient brakes. One can climb Alpine passes with bend after bend, until they seem almost endless, without fatigue, because the

castor action does the work of straightening the front wheels after taking the turn. Also, very slight foot-pressure on the brakes produces a large stopping effect with all the Rolls-Royce models. I suppose if acceleration can lessen fatigue, which is open to argument no doubt, the new Bentley heads the poll in this virtue. At any rate, it is an easy car to drive, because a slight opening of the throttle immediately produces a result from the power plant. There is no lag in the action of the engine, so the driver is never in doubt at critical periods that the car will do just as he wants it to. That adds greatly to the comfort of every driver.

At the moment, I have not made up my mind about independent front-wheel suspension. But springs do play a very important part in the comfort qualities of every motor-car. At all times one must realise that they are more or less a compromise, as the load carried by the car is so constantly changed—one occupant driving alone one day, and perhaps seven heavy people in the car the next. Our roads in England have always been better than in most

(Continued overleaf.)



A ROYAL CAR IN A NORTHERN KINGDOM: A FINE HUMBER PULLMAN LIMOUSINE—RECENTLY DELIVERED TO THE QUEEN OF NORWAY.

stopping towns. That system of motoring is all right if you are simply using the car as transport. Then you do your pleasure motoring after you have arrived at your destination.

The point that I wish to emphasise is: do not over-drive your car simply because it has the power of high speed. That is a very useful servant, but do not let it become your master. Day after day I meet cars in towns being driven far too fast for the place and occasion. It is neither good for the car nor the driver, as it is bound to cause an excessive use of brakes and a strain on the nerves respectively. The safety side of the matter need not be discussed here, but, in fact, one must not forget that an over-tired driver is neither so quick nor so automatic in his actions when danger arises as one who is fresh and fit.

I hope older readers of these notes will not smile too greatly if I say once more how much head-cushions save fatigue to all passengers in cars large or small. For a great number of years I have been trying to persuade coachbuilders to provide better resting-spots to fit the nape of one's neck and head in carriages. Several times each year I return to the charge and write of the general uncomfortableness of the average rear seat as regards head-rests. The coachbuilders all admit their faults, but will not "spoil the lines," even for comfort. Now they have so far given way to my continual demand by providing hanging head-cushions for the outer corners of the rear seats; so that the passenger can rest his head up in the corners at each side of the back compartment. But so far they have persistently refused to provide a soft bolster or neck cushion to prevent the car jolting the heads of its occupants on its journey. Car-owners must procure these for themselves and arrange for cords to fix them in proper position. But I did notice that one of the English cars taking part in the recent Monte Carlo Rally—a Talbot—had a neck-cushion provided for the front-seat passenger, a degree of comfort never before given to any car by the trade. So perhaps the public may get these included in the equipment at some future date.

It is sound logic that fatigue must be in proportion to individual comfort on a tour. Therefore it is wise for car-owners to consider the requirements of their passengers separately. The modern car allows this differentiation, as even the fresh-air fiend can have his windows so arranged as to suit his wants, and yet give no cold or chilling blast to the other passengers. That is why I always insist on the

examples of well-ventilated, yet draught-less, cars. So far, no English motor manufacturer includes a heater for the interior—except by arranging for the admission or the shutting off at will of the warmth from the engine. But the past cold spell has induced a large number of private owners to install one or other of the available heaters or warming systems on their cars.

No person can travel comfortably on a journey if they are cold. Therefore either foot-warmers or a heating plant should be installed on all cars for use in cold weather. Perhaps spring-time seems rather unsuitable to mention such



THE SPORTSWOMAN AND HER CAR: ONE OF THE NEW "TWELVE" SPORTS COUPÉ ARMSTRONG-SIDDELEYS, PRICED AT £285; WITH ITS FAIR OWNER.



A HANDY CAR FOR THE COUNTRY-DWELLER: THE WOLSELEY "NINE"; PRICED AT £179.



**The New****Saloon****The New V-8 Saloon de Luxe****(2 Doors), £255, at Works, Dagenham**

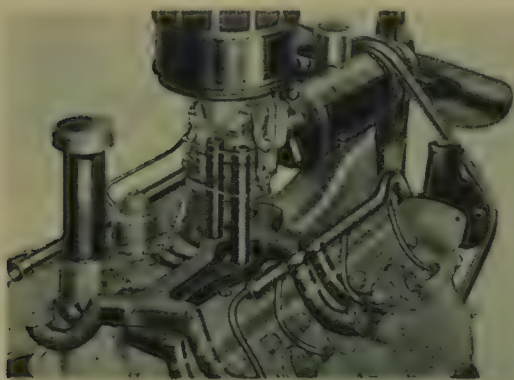
Acceleration of the most sudden you have ever experienced, but without a sound, a flutter, as though the car sensed your desire to go forward, instantly, and gave effect to it : Convenience of controls that will make the longest drive as restful for you as for your passengers : All-steel, one-piece body-construction, lastingly safe, silent, strong : Equipment of the completest : Upholstery that welcomes you, and makes you loth to leave.

Aluminium cylinder-heads that give you more power than ever, from less fuel than ever : Sustained speed which makes the longest journeys all too short : Synchronised gear-change of the simplest : Brakes, steering and suspen-

sion of the very best.

Liberal head-room, elbow-room, leg-room for everybody, fore and aft : Finish that is time-proof internally, weather-proof without : Presentability that bespeaks "breed" unquestionable, but economy, as to purchase, running and maintenance alike, just as marked as its efficiency : *And* really draught-proof ventilation, to suit every occupant of the car.'

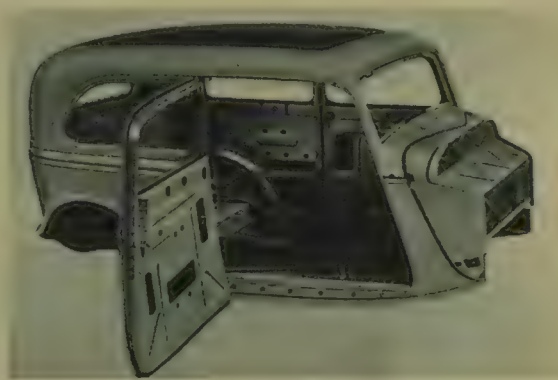
Those are just a few points of the New V-8. Permit us to send you literature, with the address of the nearest Ford dealer, who will be delighted to demonstrate all this, and more.



The dual carburation and manifold system gives a silence, a smoothness, and yet an electrical rapidity, of acceleration unique among cars priced at less than £1,500.



The draught-proof ventilation permits any desired degree of airiness without risk of chill, or discomfiture of non-smokers. The adjustment of the windows is instant, but rattle-proof.



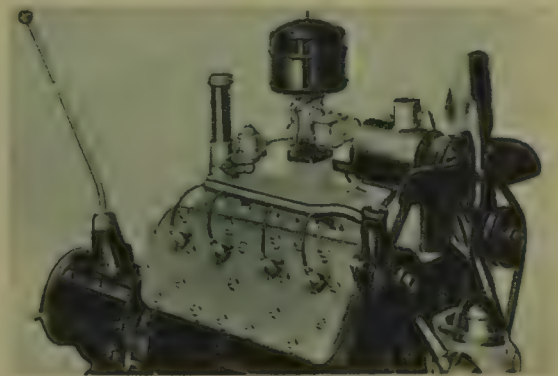
All-steel, one-piece body-construction gives lasting silence, and the new bodies provide more of head-room, elbow-room, leg-room, safety and strength, than ever.



Luxuriously restful, yet almost severely chaste, upholstery and trimming, and real ease of access even on the saloon with 2 doors.



Transverse double-cantilever suspension, and torque-tube drive, give ideal comfort over bad roads, eliminate cornering roll, and relieve the suspension of all but its original function.



The aluminium cylinder-heads permit higher compression than formerly, with material improvement of power, and enhanced fuel-economy.



(Continued.)

countries, so our cars need the kind of springs which suit our good roads, or perhaps I should say fairly well constructed highways.

An excellent example of all-round comfortable springs is provided by the present Morris range of



A PRAISEWORTHY SCHEME THAT MAKES FOR GREATER ROAD SAFETY: ONE OF THE DRIVERS OF THE ANGLO-AMERICAN OIL COMPANY'S TRANSPORT FLEET EQUIPPED WITH A DISTINCTIVE WHITE ARMLET.

The Anglo-American Oil Company, Ltd., who have in this way evidenced their hearty desire to co-operate with the "Safety First" movement, are, of course, the proprietors of "Essolube" Motor Oil, Pratts Ethyl, and Pratts High Test petrols.

cars, which includes the Wolseley and the M.G. as well. Lord Nuffield has taken great pains to produce the new models with suspension fitted for using in any country, whether with good, bad, or indifferent roads. For my part, I like the "Isis" and the "Twenty-five" cars the best, but all the new models have splendid road-holding qualities which give steadiness in their riding behaviour. This is a real comfort to the passengers, and especially to women who become nervous in a car which is apt to sway or roll. Equally trying are cars whose front springs permit them to "bounce" over roughish surfaces; but that fault affects the driver more than the passengers. But, as I mentioned before, when cars run smoothly by reason of well-adjusted springs and well-balanced loads, the pace can be increased without any discomfort to the occupants.

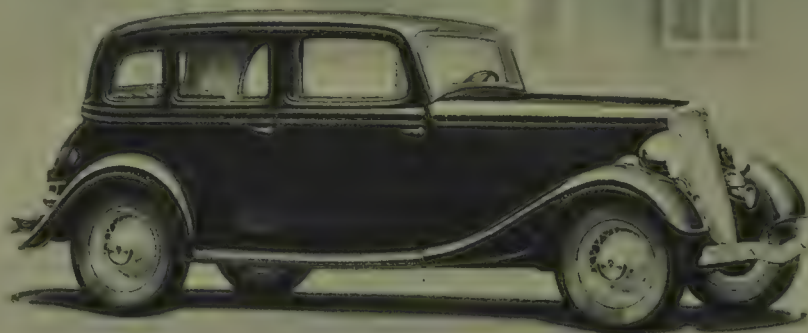
Consequently, all these various points have to be considered in answering the question: how far can one tour comfortably in a day? Also, they are more or less our guide as to the qualities for which to look when buying a carriage. Independently sprung wheels claim to permit the use of more flexible springs, so that "softer" riding is given over inequalities of the road. At the moment, I am not quite persuaded as to that being so under all conditions, judging by the springing fitted on European-built cars with independent wheel suspension. But, as this form is one of the innovations in certain new models this year, I am keeping a perfectly open mind on the matter until I have had some twelve months' experience on the new cars so fitted.

Perhaps the question of tyre-pressure inflation is part of the difficult problem of giving great comfort at higher speeds. It may interest motorists to know that, although Donald Healey fitted "air-wheel" tyres of extra-large section on the Triumph "Gloria" which won the Monte Carlo Rally first prize for light cars (under 1500 c.c.), he only used them as low-pressure tyres on the very bad roadless portion of the route from Athens. As soon as he regained "real roads" (as he expressed it), these tyres were inflated to the highest pressure they would stand. So far as English cars are concerned, I know that the Dunlop Company are not pressing the adoption of extra-large section, very low-pressure tyres.

But I am all in favour of fitting full-sized tyres on every car, as I know that medium-pressure large tyres give more comfort than high-pressure small-section ones.

Also, full-sized tyres are the most economical, as well as the most comfortable, to ride on. At the same time, no motor-car designer should expect the tyres to correct faulty suspension. Yet this is not so infrequent as one would imagine, even in these days. No doubt there will be many visitors to the annual Motor Show at Maidstone, held from March 19 to 24 at the premises of Rootes, Ltd. This Show is a regular social feature in the Kent, Surrey, and Sussex districts, as well as a really excellent display of new models. Those who go there will be able to inspect the car they wish to buy for their Easter and spring run. Also, as it is an easy journey from London, Maidstone may be added to the list of pleasant places to visit for our spring time motoring.

(Continued overleaf.)



A LUXURIOUS CAR AT A MODERATE PRICE: THE NEW FORD "V" 8 SALOON DE LUXE (FOUR DOORS), WHICH COSTS £280 AT THE WORKS.



An entirely new conception of motoring comfort . . . performance . . . appearance and value awaits you . . . the result of many years' experience . . . all that is new and better . . . all that has been tried and proved. FREE-WHEEL PRE-SELECTION BY REMOTE CONTROL . . . NEW BEAUTY OF LINE AND STILL ROOMIER BODIES . . . D.W.S. PERMANENT FOUR-WHEEL JACKING SYSTEM . . . EXCEPTIONALLY POWERFUL HYDRAULIC BRAKES . . . UNDERSLUNG CHASSIS WITH CRUCIFORM MEMBER . . . RESILIENT ENGINE MOUNTING.

May we send you full details of "Gloria" Saloons from £285?

*Gloria*  
**TRIUMPH**

Dunlop tyres and Lucas electrical equipment standard.

TRIUMPH COMPANY, LIMITED, COVENTRY.  
London: 218, Great Portland St., W.1.

"The best car in the world"



ROLLS  
ROYCE  
20/25 H.P.

is fitted as standard equipment with

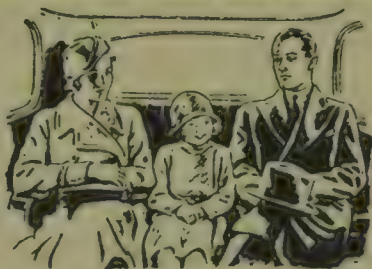
**K.L.G.**  
SPARKING PLUGS

*Desirable in any others!*

234

K.L.G. SPARKING PLUGS LIMITED, PUTNEY VILLAGE, LONDON, S.W.16





### ROOMINESS

A luxurious four seater saloon with space for a fifth if needs be. Deep form-fitting seats with real leather upholstery. Leg room to suit a "six-footer," with lots of head and elbow room.



### PERFORMANCE

Exhilarating acceleration that is remarkably smooth and quiet. From walking pace to 50 m.p.h. in just over 20 seconds. Fine turn of speed, the 14 h.p. model 65-70 m.p.h., the 12 h.p. model 60-65 m.p.h. 25 to 30 miles per gallon.



### NO-DRAUGHT VENTILATION

Vauxhall's new boon to motoring comfort gives fresh air without draughts. As much fresh air as you want without draughts to other passengers. No more stuffiness and tobacco fumes.



### EASY GEAR CHANGE

You can make a faultless gear change every time with Vauxhall Super Synchro-Mesh. No double-declutching—no feeling for gears—nothing new to learn, just some of the old, tedious things to forget. 4-speed gearbox. Silent third.

## THE CAR SUCCESS OF THE YEAR—AND WHY

Over 13,000 motorists have been content to wait weeks for delivery of this Light Six by Vauxhall. Even with nine months' day-and-night work the Vauxhall Factory was not able to cope with the rush of orders.

And now this *one* snag is removed. Factory extensions costing over £500,000 now enable Vauxhall to meet the demand. For the first time since last June you can now get normal delivery of a Vauxhall Light Six.

All the good things that go to make up your ideal Light Six are in the Vauxhall. Big car comfort—brisk acceleration—real petrol economy—Synchro-Mesh easy gear change—together with the new special No-Draught system of ventilation. From bumper to bumper it is every inch a Vauxhall, with its stylish modern lines backed by thirty years' experience in building high-grade cars.

Your local Vauxhall dealer will be glad to give you a demonstration, or write direct to Vauxhall Motors Ltd., Edgware Road, The Hyde, N.W.9.

## VAUXHALL LIGHT SIX—12 h.p. & 14 h.p.

STANDARD SALOON (12 h.p. model only) £195 Sliding Roof £5 extra.  
DE LUXE SALOON (12 h.p. or 14 h.p.) with Vauxhall No-Draught Ventilation and eleven other refinements £215.

The 12 h.p. model for true Vauxhall performance at lowest operating costs.  
The 14 h.p. model for the maximum acceleration and an extra turn of speed.

VAUXHALL BIG SIX—Light Six value on a larger scale. 20 h.p. Saloon with Vauxhall No-Draught Ventilation £325. 7-seater Limousine, £550.





# Stratford- on-Avon

BUT

# SHELL

# on the Road

YOU CAN BE  
SURE OF SHELL

(Continued.)

Easter touring has placed many requests for routes to the R.A.C. and the A.A. respectively from their members and visitors from abroad who, owing to the exchange, find holidays cheaper in England than at home. In conversation with an official of the Touring Department of the R.A.C., he informed me that requests had been made for the route to Loch Ness, which shows what publicity of a "monster" will do for a neighbourhood! Another popular demand is a caravan tour in the New Forest and south of England, while other places attracting tourists are a four or five days' tour in the Wye Valley, Cheddar Gorge, and North Devon districts, as well as to the bulb fields of Lincolnshire and the flower farms of Cornwall.

A correspondent raises the question as to the definitions of a "medium-powered" car. According to the R.A.C. Rally regulations, cars rated between 10 h.p. and 16 h.p. are placed in that category. Personally, I



THE LAUNCH OF A NEW TYPE OF CRUISER: THE SEVENTH "ARETHUSA," OF 5200 TONS, AFTER LEAVING THE STOCKS AT CHATHAM DOCKYARD. The "Arethusa," the seventh of her name, and the first of a new type of smaller cruisers, was launched at Chatham on March 6. The ceremony was performed by Lady Tyrwhitt, wife of Admiral Sir Reginald Tyrwhitt, whose flag-ship the sixth "Arethusa" had been during the war. The new cruiser was laid down on January 25, 1933. Another of the same type is included in the programme of construction for 1934.

should place the 17-h.p. models in that class, and many motorists consider it should include the 20-h.p. ratings. The new "Sixteen" Alvis was introduced this year for this category for owners who required a brilliant road performance with comfortable seating capacity. This saloon is listed at £595 with its six-cylinder 16.95 h.p. engine, all-synchromesh four-speed gear-box, and a low-built chassis giving great steadiness at fast touring speeds.

On the other hand, the new long chassis 21-60 h.p. Wolseley limousine, costing £650, is a big car both in its magnificence of appearance and roomy interior, seating seven persons and with luxury equipment. It is one of the few cars whose specification includes "head cushions" for the passengers. In fact, its equipment is a model specification as to every gadget a car-owner needs for safety and comfort. Its lighting set combines dip beam headlights, stop, fog, and reversing lights besides side-lamps, tail and interior lighting. Electric direction indicators, illuminated name-badge on the radiator, battery master switch, startex automatic starting, Lockheed hydraulic brakes, two spare wheels and tyres with special metal covers, louvres to door windows, two interior sun-visors, Triplex safety glass throughout, dual electric windscreen wipers, and speedometer, clock, petrol

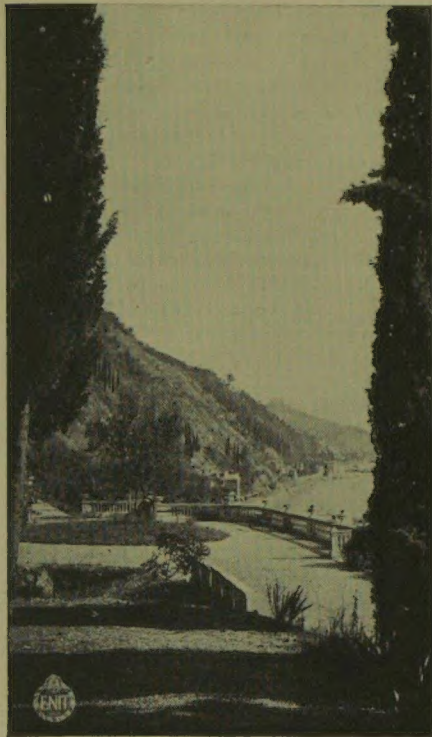


THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: A PUNCH-BOWL IN LIVERPOOL DELFT WARE.

This punch-bowl belongs to a class of pottery of which the manufacture was carried on for only a short period in England. Its peculiar feature is the coating of opaque white tin enamel with which the earthenware body is hidden. Known in Italy as maiolica, this ware, as made in England, is usually called delft. This exceptionally capacious example, dating from the middle of the eighteenth century, was made at the works of Seth Pennington, and painted probably by John Robinson.

gauge and radiator thermometer, are also included; as well as folding foot-rests, head-cushions, a pile carpet front and rear, and hydraulic shock-absorbers. This Wolseley 21-60 h.p. limousine (or landaulette) also has a synchromesh gear-box and controlled free wheel, so that silent and certain gear-changing is a simple task for the driver, whether changing up or down. The two, occasional seats face forward and when not in use fold up flush into the partition.





LAKE OF GARDA



ROME



FLORENCE

# COME TO ITALY IN SPRINGTIME

## MERANO

**PALACE Hotel**—M. & H. Leibl. 180 beds  
**PARK Hotel**—Mala Alta—O. Panzer 180 beds  
**Hotel SAVOY**—  
120 beds Pension from Lire 40—(11/-)  
**Hotel AUSTRIA**—  
60 beds Pension from Lire 35—(10/6)  
**H. ESPLANADE**—  
150 beds Pension from Lire 35—(10/6)  
Sanatorium **MARTINSBRUNN**

**MOLVENO LAKE** Dolomites 2600 feet  
Mar.-Nov. Grd. Hotel. Pen. Lire 30 upw. Golf

**MENAGGIO Hotel Victoria** (Golf 18 h.)  
Tennis—Lido—Gardens—Boards 40/60 Lire.

**GARDONE RIVIERA—Grand Hotel.**  
Board from Lire 55.

**MILAN—Hotel Majestic Diana**  
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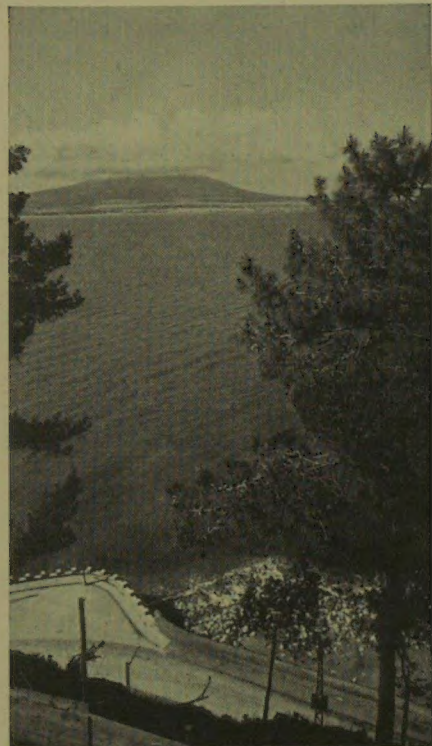
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## THE PLAYHOUSES.

### "MAGNOLIA STREET," AT THE ADELPHI.

THIS is not as effective a play as "Street Scene," for the reason that the characters are not sufficiently defined. But then the American play was on a smaller scale than "Magnolia Street," which really does give us a street scene, whereas the other dealt only with one apartment-house. It is a marvellous piece of production, for there are no fewer than fifty speaking parts, and at times the stage is so congested with characters one feels relieved that M. Komisarjevsky has banned all vehicular traffic. Those who have not read the novel will find it difficult to distinguish one character from another. Mr. and Mrs. Tawnie, the publicans, stand out, as is right a "fully licensed man" should in such a district. Jessie Wright, the "painted lady" whose son is rescued from drowning, is given a vivid performance by Beatrix Thomson. The love-affair between John Cooper and Rose Berman has a certain appeal, but does not provide sufficient "love interest" to dominate the play. The fight between a mob of Jews and Gentiles is excitingly done and sticks in the memory. The war-time atmosphere is perfectly captured, and in the Poyzers' chandler's shop the breaking down of racial barriers is cleverly indicated. There are many poignant moments in this second act, and at times there can have been few dry eyes in the theatre. The third is rather an anti-climax, the authors striving too naively for a "happy ending." Five or six of the characters, all having achieved fame, meet in New York, and decide on their return home to give a reunion party to all their old neighbours. Much more convincing had the party been held in the street itself, with tables laid in the roadway (as was actually permitted by the authorities, it will be remembered), than have all the characters, most of them in full evening dress, filing up a grand staircase to be greeted by their hosts. With a cast of fifty, most of them contributing neat thumbnail sketches of character, it is obviously impossible to mention names. The production is a triumph for M. Komisarjevsky.

### "NURSE CAVELL," AT THE VAUDEVILLE.

A tragic theme, handled with great delicacy and tact by the authors. A complete absence of emotionalism or melodrama adds to the feeling that one is watching the true story of an episode in the war that, minor though it was in its way, will bulk large in history. We see Nurse Cavell on the outbreak of the war seeking to persuade her cosmopolitan staff of nurses that to a Sister of Mercy all men are brothers. We see her busily engaged in getting her wounded "boys" into Holland. We hear of the sheer idiocy of the well-intentioned Tommy who wrote her a postcard of thanks for assisting in his escape. Then comes the trial—most imaginatively produced by Mr. Frank Birch, the huge shadows of the judges on the Court Room wall being immensely more effective than a mere replica of the actual setting could be. Beautifully restrained and quiet was the condemned cell scene. Miss Nancy Price gave the biggest performance of her career in the title-role.

### "FINISHED ABROAD," AT THE SAVOY.

Not of much entertainment value, the dialogue being neither witty nor natural enough to atone for an almost entire absence of plot. The scene is a girls' school on the Continent. There is practically no discipline, while the manners and morals of the pupils may be better imagined than described. An innocent new arrival speedily succumbs to the influence of the place, and, joining in a midnight excursion, drinks too much champagne and throws herself into the arms of an Italian Count—who is, happily, an honourable man. Her little adventure is discovered by the head mistress, and she would have been expelled had it not become apparent that a general "clean up" would have meant the closing of the school. Miss Ellen Pollock was extremely good in the very unpleasant rôle of Connie, and Miss Carol Coombe gave a charming performance as the innocent Nancy. In her next production Miss Leontine Sagan must guard against a tendency to inaudibility; she herself, as the head mistress, was one of the principal offenders.

Those of our readers who are already beginning to think of their summer holidays will be interested

to learn that the famous Great Western Railway publication, "Holiday Haunts," is now on sale. It contains 8685 addresses of hotels, boarding-houses, private apartments, and farmhouse accommodation, and runs into 1062 pages. Of these, 224 are devoted to letterpress matter dealing with Britain's best holiday resorts, 640 to holiday accommodation, and 198 to illustrations. In addition to 800 informative descriptions of spas, resorts, villages, hamlets, and holiday islands served by the Great Western Railway, there are over 300 sepia-toned illustrations, including fine double-page photographs in each of the seven sections into which the book is divided for easy reference. Another new feature this year is the inclusion of illustrations in colour. In producing the book this year the Company found itself in the middle of an unusual controversy as to which county boundary, Hereford or Gloucester, embraced the famous Wye Valley beauty spot, Symonds Yat. This difficulty has been overcome by including the pictures of the Yat in one section of the book, and letterpress under Herefordshire, where it has always appeared since the book was first printed in 1906.

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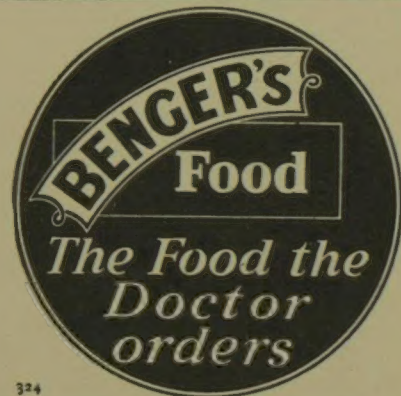
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